

# **AIRFIX** magazine

MARCH 1972

**FOR PLASTIC MODELLERS**

**15p**  
MONTHLY



**IN  
THIS  
ISSUE**

**B-26 and Hunter colour schemes and details  
Medieval Castle and Crusader Gun Tractor**



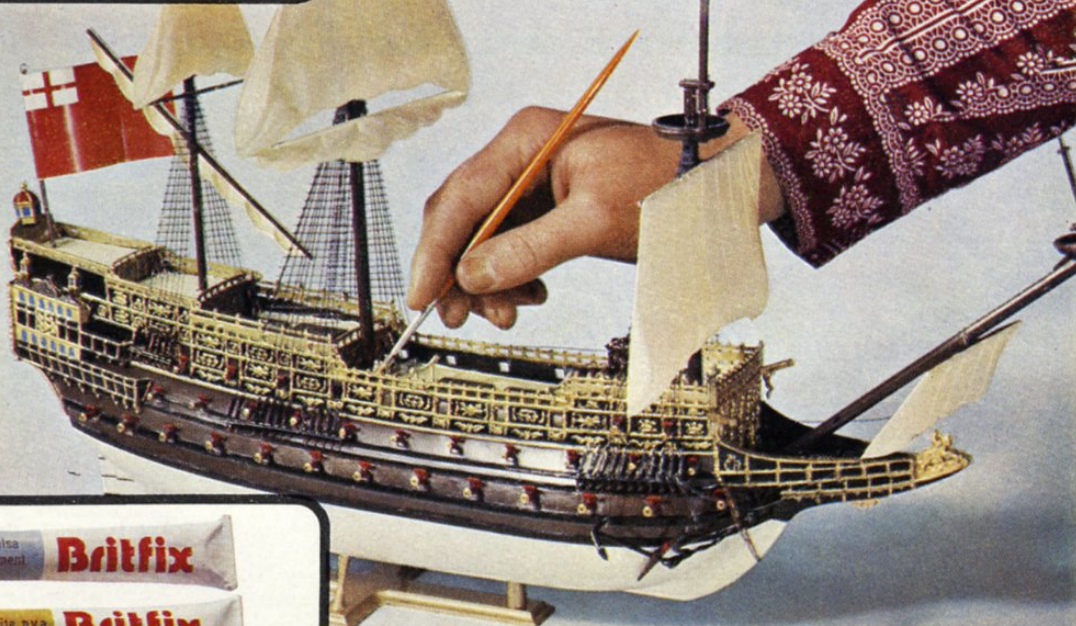


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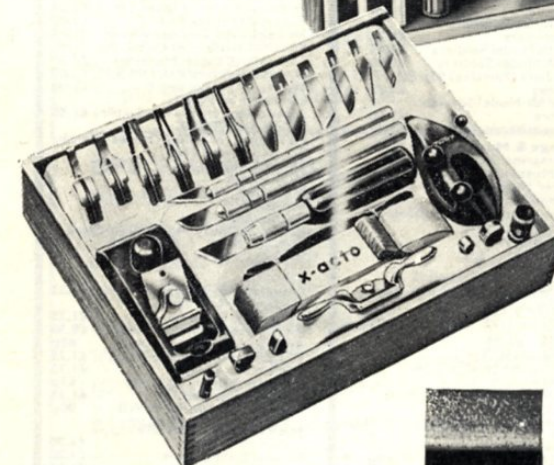
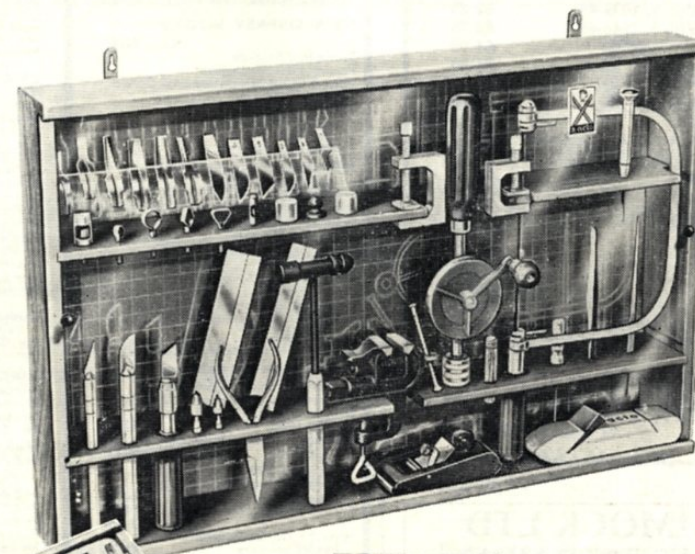
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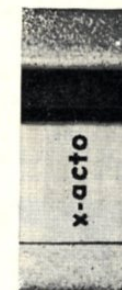
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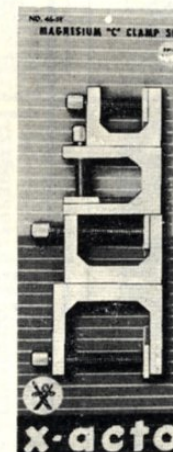
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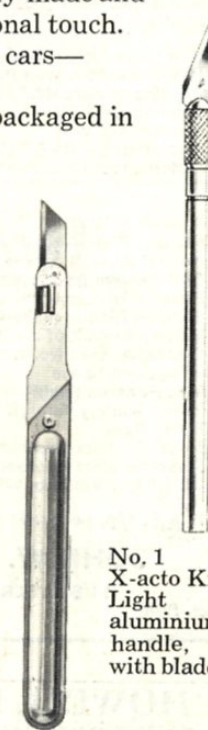
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AIRFIX magazine



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# AIRFIX

## magazine

FOR PLASTIC MODELLERS

March 1972

**Editorial Offices:**  
PSL Publications Ltd  
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Tel: 01-405 2297

Volume 13 No 7

Editor: Chris Ellis

### Cover Picture

This view of an Austin K2, 2 ton, 4 x 2 ambulance was taken last year at the Shottesbrook Farm Military Vehicle Fair. Popularly known as a 'Katy' the K2 was one of the most widely used ambulances of the Second World War being supplied to France, Norway, Russia and to some United States military units. Over 1,300 of these vehicles were produced in the period 1940-45. Modellers will be interested to note the specially extended exhaust pipe, a later modification, which comes up over the level of the roof.

(Photograph by S. A. C. Dunstan)

### Contents

In the Air: latest aviation news from Alan W. Hall	362
News from Airfix: latest kit releases described	364
Book Reviews: new publications of interest to modellers	365
Modelling a Medieval Castle: final instalment by Terence Wise	366
Crusader Gun Tower: conversion from the Airfix kit by T. J. Gander	370
Fallschirmjäger: series conclusion by R. C. Gibson	374
B-26 Invader: camouflage and markings described by J. C. Scutts	376
Hawker Hunter: new materials for an old conversion by Alan W. Hall	382
Model Soldiers: Home Service Dress described and modelled by Roy Dilley	388
Basic Layout Planning: ideas and suggestions from Michael Andress	390
Bombing Colours: Alamein and after by Michael J. F. Bowyer	392
New Kits: new releases reviewed for readers	396
Photopage: rare aircraft pictures from readers	399
Letters to the Editor: your chance to win a free Airfix kit	400

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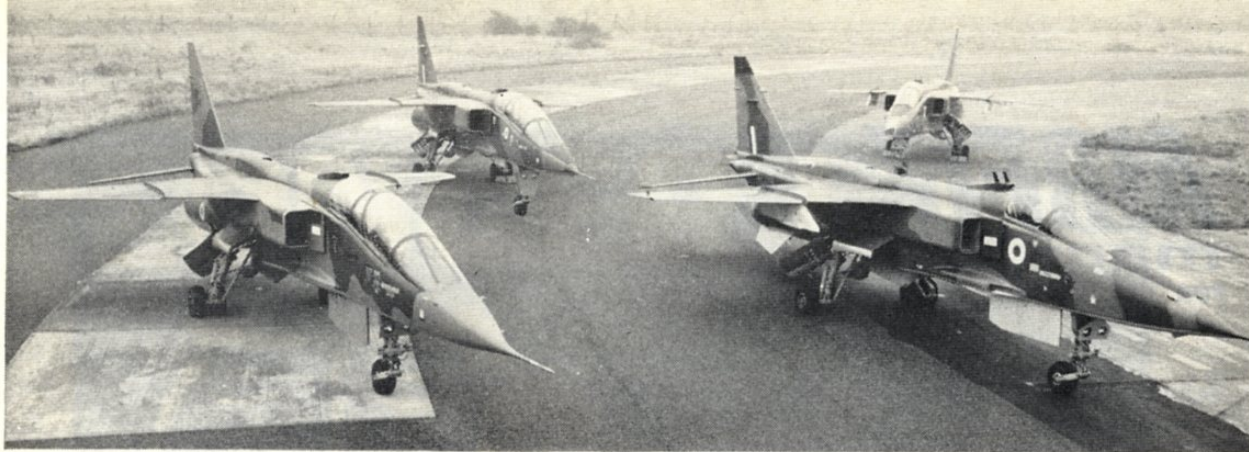
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Tel: 01-405 3611

March 1972





JAGUAR prototypes have now completed over 1,500 test flights from BAC's Warton (Lancashire) aerodrome and the Istres (France) flight test centre of Breguet Aviation. Designed as a tactical support aircraft and advanced trainer, Jaguar is scheduled for delivery to the French Air Force in the Spring of this year and the RAF will receive their first aircraft 12 months later. In service with the RAF it will form the largest single type in front line service.

Five variants of the Jaguar are currently being tested on both sides of the Channel. There are both single- and two-seat versions for the French and British Air Forces and a single-seat carrier-borne version for the French Navy. Complicated instrumentation in the RAF strike version of the Jaguar will give the aircraft a navigation and weapon delivery accuracy superior to any other combat aircraft in Europe.

Eight prototypes have been built and while flight testing continues production is building up in Britain and France. The first production aircraft—E1—flew in France on November 2. Final assembly of the British rear fuselage, tail plane and wings and the French nose and centre fuselage is in full swing at Toulouse. Final assembly of RAF Jaguars is scheduled to start in the next few months.

#### HS748s are still best sellers

HAWKER Siddeley are still continuing to sell their now well-tried feeder liner, the HS748. It was recently announced that two further orders had been placed, one from Germany and the other from Thailand.

A second Hawker Siddeley 748 series 2A aircraft has been ordered by the German Bundesanstalt Fuer Flugsicherung (BFS). To be delivered in mid-1973, the aircraft is for the BFS's Flight Inspection Unit based at Frankfurt, which has similar functions in Germany to the Civil Aviation Flying Unit in Britain.

The aircraft, to be fitted with a special antenna system and radio calibration equipment, will be used for inspection and evaluation of radio navigation aids and communication systems. Instead of the usual Dart Mk 532-2 (series 7) engines, this aircraft will be fitted with Dart Mk 550-2 (series 8) engines to give greater endurance at high altitudes for checking radio navigation

The four British-based Jaguar prototypes pictured together for the first time at Warton. They are the French assembled E02 (left foreground), which is at Warton for Rolls-Royce/Turbomeca engine development trials, S06 (right foreground), B08 (left at rear) and S07. Of the British assembled prototypes in the picture, S06 is being used for handling and armament trials, S07's prime function is the development of the Nav attack (NAVWASS) system for RAF Jaguars, and B08 is responsible for clearing handling characteristics on the British two-seat trainer version.

aids up to 30,000 feet.

Its primary task will be to check modern ILS facilities including the category 2 equipment and the category 3 equipment of the near future. It will also be equipped for flight inspection of ILS marker beacons, VOR, TACAN, VHF and UHF communications, precision approach radar, surveillance radar, secondary surveillance radar, DME, VHF and UHF direction finders.

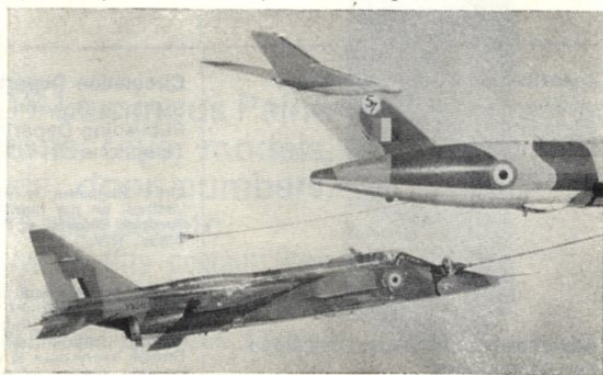
Thai Airways, Thailand's domestic airline, has ordered two more Hawker Siddeley 748 turbo-prop airliners. This is the third repeat order by this airline and brings its total 748 fleet operating in Thailand up to nine aircraft. Another HS748 is operated by the Royal Thai Air Force for the King's Flight. The two new aircraft, valued at over £1 million, will help Thai Airways to meet their rapidly expanding business on domestic routes. The airline started operating Hawker Siddeley 748 aircraft in 1964.

These latest sales bring the total order book for the Hawker Siddeley 748 up to 254 aircraft of which over 200 are for export.

#### No 8 Squadron returns home

AFTER more than 50 years of service overseas, No 8 Squadron returned from the Middle East to the United Kingdom just before Christmas. The first four aircraft arrived at RAF Kemble, Gloucestershire, at the beginning of the month and the remainder of the Squadron's Hunters arrived in time for the Christmas celebrations. No 8 Squadron is due to change from its traditional ground attack role to become the RAF's first airborne early warning squadron equipped with the Shackleton AEW Mk 2. It reformed on January 1 at RAF Kinloss, Scotland. No 8 was the last operational Hunter squadron in the RAF.

Acceptance trials for in-flight refuelling of Jaguar have recently taken place over the Irish Sea. This picture shows XW563 being refuelled by a Victor tanker from No 57 Squadron, RAF Marham.



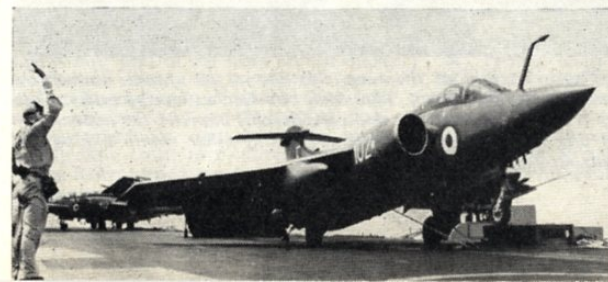
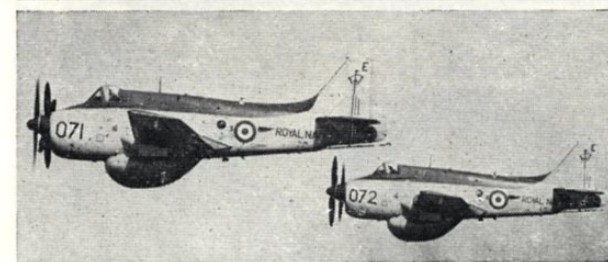
AIRFIX magazine

#### Record breaking 'Eagle'

DURING 1971, HMS Eagle in her 20th year was still playing a vital role with the Royal Navy. In the last 12 months the ship has steamed over 74,000 miles and spent over 190 days at sea—further and longer than any other year in her busy life. In July, the ship's average speed was over 20 knots, which equalled that of any other month since she commissioned in 1951, a tribute to her builders and the men who man her.

Eagle's air squadrons have been just as busy. No 800 Squadron in November achieved more deck landings and more night deck landings than in any other month since forming with Hawker Siddeley Buccaneers. In the same month No 899 Squadron flew more sorties than ever before since forming with the Hawker Siddeley Sea Vixen ten years ago. No 826 Squadron, equipped with Sea Kings, flew one-third more hours than any other previous month.

The present Eagle, the 15th, was laid down as part of the war construction programme in Harland and Wolff's Belfast shipyard, where she was launched by the Queen (then Princess Elizabeth) on March 19, 1946, being accepted into the Royal Navy on March 1, 1951. After seven years continuous service in the Home and Mediterranean fleets, including action at Port Said in 1956, she was extensively modernised in Devonport dockyard from 1959 to 1964. This included the incorporation of many new features such as the angled deck, steam catapults, a computer based action information system (ADA) and a powerful new long-range communications system. Since 1964 the ship has spent most of her time East of Suez where her aircraft made a vital contribution to the commonwealth defence of Malaysia during the years of 'confrontation' with Indonesia. Eagle also took part in the Beira patrol and operations covering the withdrawal from Aden.



This superb photograph of HMS Eagle shows the aircraft at present in service on board the carrier. The Buccaneers belong to No 800 Squadron, Sea Vixens come from No 899 Squadron and the Sea King helicopters belong to No 826 Squadron.

The pictures shown below were all taken aboard HMS Eagle during the closing weeks of her last commission before she paid off for the last time. Left, top to bottom: Sea Kings of 826 Sqn return from an anti-submarine patrol sortie. Gannet AEW 3s of 849D Flight, the ship's airborne early warning unit. Buccaneer Mk 2 of 800 Sqn on the catapult with the Flight Deck Officer about to give the signal for take off. Below: Vixen Mk 2 pictured at the moment of firing a rocket cluster during a target exercise (MoD pictures).



#### First Airbus wings delivered

THE first pair of wings for the A-300B European Airbus left Manchester on November 23 in a Super Guppy transport aircraft for the airbus assembly centre at Toulouse, France. Work started immediately on fitting the wings to the fuselage of the first airbus, which is due to be rolled out this Summer, and make its initial flight later in the year.

Built by Hawker Siddeley Aviation, the wings, the largest ever put into production in Europe, are equipped with the basic fuel and hydraulic systems. These are completed in France by Hawker Siddeley technicians after the wings are attached to the fuselage. Each wing is over 70 feet long and together they weigh 14 tons. Nearly 35 tons of fuel will be held by the four integral fuel tanks of the two wings. The next pair for the static test aircraft are due to be delivered this Spring.

Continued on page 375



# NEWS FROM AIRFIX

The world's greatest value in construction kits

- D. H. C. Beaver
- HMS Manxman
- Porsche 917

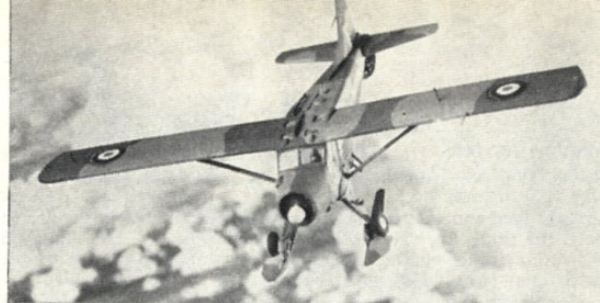
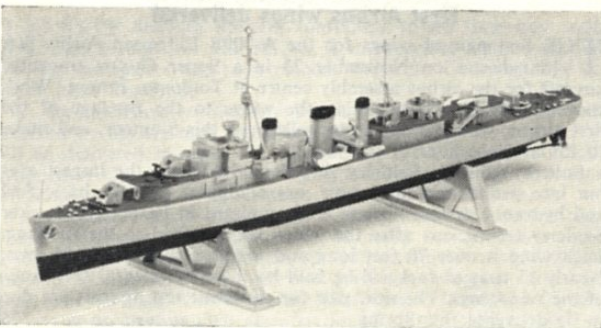
THE D.H.C. Beaver was initially designed as a bush floatplane but was later bought by the USAF and Army who then used it as an ambulance and spotter plane in such places as Korea, Vietnam and the Arctic. The British Army Air Corps also operates 42 of these very versatile aircraft. The Beaver is used in a variety of civilian roles including air taxi and aerial survey work. Able to operate on either wheels, skis or floats, all three options being provided in the kit, the Beaver can carry up to seven passengers or a ½ ton of equipment.

Two versions of the Beaver can be modelled with the optional parts provided in the kit, two sets of transfers are included to make either a British Army or a US Army aircraft. This model costs 35p.

HMS Manxman, one of the six cruiser minelayers in the Abdiel class, carried very heavy anti-aircraft armament which enabled her to make fast, unescorted runs to Malta with essential equipment and supplies during the Second World War. With a crew of 242 officers and men, Manxman carried out several hazardous missions, on one occasion being very badly damaged by a torpedo. In spite of this she survived the war and was converted into a minesweeper support ship.

Airfix have faithfully modelled this famous ship in 1:600 scale, making up into an 8 inch long model with traversing turrets, it costs 25p.

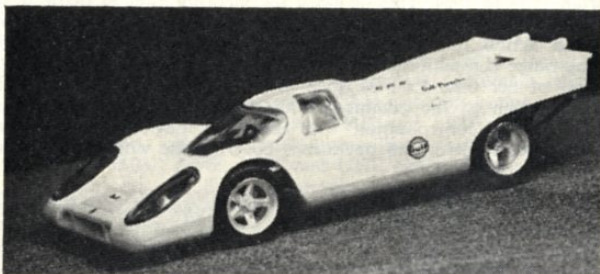
Below: HMS Manxman.



Above: 1:72 scale D.H.C. Beaver.

THE Porsche 917 has won 11 of the 17 1970 World Sports Car Championship races and is modelled in 1:32 scale. Equipped with five forward and one reverse gear, the 917 incorporates rack and pinion steering, dual circuit disc brakes, and a welded light alloy frame covered by a glass fibre body. Moulded in white plastic, this model should give motor racing fans hours of enjoyable modelling. Price is 25p.

Below: Porsche 917 in 1:32 scale.



## Crusader Correction

FOLLOWING last month's article on the Crusader in close-up we would like to point out that the illustration above caption 5 on page 311 is incorrect and actually a repeat of photo 3. We apologise for this mistake which was caused by a printer's error. Below you will see the correct photograph with the caption repeated from the last issue.

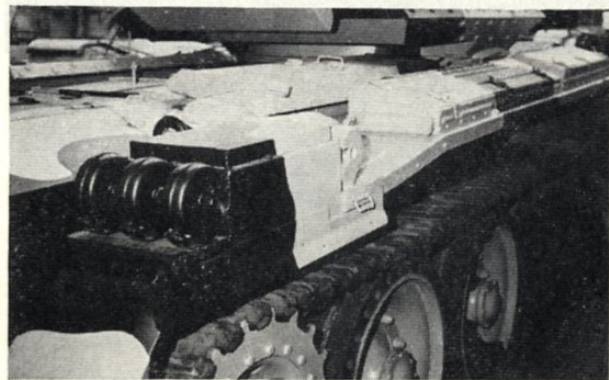


Photo 5: Still at the rear, this shows the smoke dischargers and stowage box detail. The small box catches can be easily made up from thin card scraps and considerably improve the appearance of any model. Note also the fire extinguisher clamp behind the rear stowage bin.

AIRFIX magazine

Advertisement

## AT LAST! A WARGAME AND MODEL SOLDIER SHOP

John Tunstall, describes the first specialist shop to open in London for the hobby

The first impression of this new shop is one of an Aladdin's cave for military enthusiasts. The glass fronted shop gives a magnificent view of a deep green spotlit interior full of soldiers and military books.

All the regular titles are offered for sale, as well as the unusual or obscure titles which the regular bookshop doesn't stock. There are usually some three to four hundred different titles in stock ranging from wars in Biblical times up to the present conflicts in Vietnam and Israel, covering every aspect of the hobby.

The model soldier shelves contain between twelve and fifteen hundred different figures of 54 mm. and upwards. All the major figure manufacturers are represented as well as a host of producers who have a more limited range.

The old toy soldier enthusiast will also be interested to learn that Britains, Mignot, Heyde, S.A.E. and Timpo have good contingents as well as the manufacturers of flats and semi-round figures.

The right hand side of the shop is hung with a series of movable racks which contain dozens of shelves of individual wargame figures. Some ten racks at present contain almost two thousand five hundred different wargame figures and selection is made easy by a system of coding.

The wargaming literature includes Miniature Warfare and about twenty-five sets of wargame rules.

The centre of the shop contains a large table, about twelve feet by four, and this is used for wargames. So far, there have been battles fought in most periods, usually in 20 mm. but occasionally in 30 mm.

The shop is ideally situated. It is less than two minutes' walk from Lambeth North Underground Station, and more usefully, can be seen from the station; is on, or very close to bus routes 3, 10, 12, 44, 53, 59, 76, 77c, 109, 155, 159, 170, 171, 171A, 172, 184, 503, and is within five minutes' walk of the Elephant & Castle and Waterloo main line and Underground Stations.

For persons from out of town who can't get along to view this magnificence, an excellent mail order service is offered.

The final word is the address, number thirty six Kennington Road, London, S.E.1. Note it in your diary as the specialist shop to visit next time you are in London. You won't be disappointed.

## BOOKS for modellers

Unless otherwise stated, books reviewed are normally available from your local bookshop or from hobby shops which sell books for enthusiasts, including the mail order stockists advertising in this magazine. As a last resort they can be obtained from the publishers whose addresses are given when known. In all cases of mail order, however, suitable postage should be added to the selling prices quoted.

### RAILWAYS

Britain's Railways at War, 1939-1945.

O. S. Nock.  
Ian Allan Ltd, Terminal House,  
Shepperton, Surrey.  
£3.50.

RELATIVELY few of the hundreds of railway books published touch on the wartime aspects of railway operation. This very comprehensive volume is devoted exclusively to the subject. It manages to cover the story chronologically and at the same time it deals with the various problems of railway operating by subject and shows how wartime situations were dealt with. The pure railway side is only part of the story for the book also covers railway docks, railway ferries and steamers (many of which went into naval service), and production of non-railway products, such as tanks, guns, and landing craft, to mention just a few of the items turned out by railway work-

shops. Posters, refreshment rooms, armoured trains, VIP passengers, the Royal Train, 'Austerity' locomotives, ambulance trains, mobile guns, and air raid shelters are just a few of the dozens of other topics covered. The book has an appeal to anyone interested in wartime events, not just railway enthusiasts. There are plenty of fascinating pictures as well as contemporary posters and cartoons.

Loco Profiles: 18 German Austerity 2-10-0, 19 Gresley A4.  
Profile Publications Ltd, Sheet Street,  
Windsor, Berks.  
40p each.

THESE two fine additions to the Loco Profile series should appeal to a large number of enthusiasts. The impressive German 2-10-0 of wartime years is one of the best known of European locomotives and several models are available in HO and N scales. There were many variants. This Profile is essential reading

for anyone wishing to sort out the variants and detail up models. The same remarks apply to the A4, an equally popular subject for railway models. Pictures, text, drawings, and colour art are all superb.

A Regional History of the Railways of Great Britain; Volume 6, Scotland.

John Thomas.  
David & Charles Ltd, South Devon House, Newton Abbot, Devon.  
£3.50.

THIS new addition to the well-known David & Charles 'Regional History' series follows the format now familiar to rail enthusiasts who have seen the earlier titles. For a single volume this book offers an amazingly comprehensive account of the growth of the Scottish railway network, which in its prime was extremely complex as far as the Lowlands was concerned. With route maps, coloured fold-out maps of the rail systems around Edinburgh and Glasgow, and some splendidly evocative photographs, this is a first-class production for anyone interested in Scottish railways.

Steam Locomotives of the South African Railways, Volume 1.

D. F. Holland.  
David & Charles Ltd, South Devon House, Newton Abbot, Devon.  
£3.90.

WHILE dozens of books appear each year in Britain devoted to aspects of British railways, the titles which cover

Continued on page 389



# Medieval Castle



## Expanding the Airfix Sherwood Castle set, by Terence Wise

THIS month sees the finishing touches to our Medieval Castle—making the motte, miscellaneous castle buildings, more parts for the Keep, and painting the whole set-up. Keep the previous three articles handy for reference to text, photographs and drawings.

### Stage 12—The Motte

I was fortunate in having a piece of expanded polystyrene of just the right width for this job, but wood or built-up plaster will do equally well. The mound wants to be 4½ inches from front to back and 6 inches long, the extra length at the sides allowing them to be sloped slightly,

while the front and rear are almost vertical, as they should be. Mine is 1½ inches high, but a little lower would be better, even as low as 1 inch would be all right.

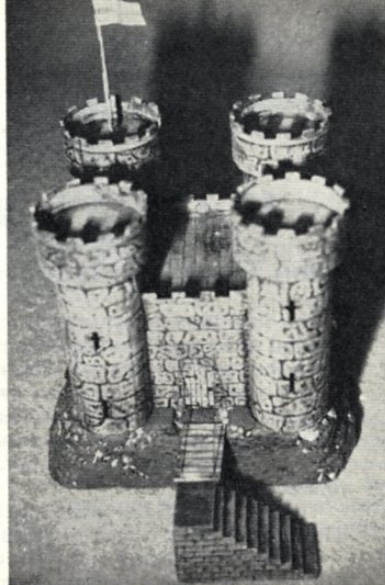
Place the keep in position and, if using polystyrene, press down firmly; if using wood, pencil in an outline. Then cut a trench along this outline to hold the keep in position. The keep can be cemented into this trench if desired, or left loose for easy packing away between games. With a knife, chip quite carelessly all round the motte to create a rocky effect, but leave the front by the keep door roughly perpendicular and the surface outside the door should be left flat. If you are using wood, it is easy to create rock by adding plaster or a layer or two of Mod-Roc.

### Stage 13—Keep door, drawbridge, steps and forebuilding

Parts required: 1 × 7. Taking the shape from the doorway, cut a door from plastic card, score it to resemble planking and paint on hinges, lock and studs. Secure to the doorway on the inside with a Sellotape hinge. The drawbridge is also made from plastic card, ¼ × 1½ inch, scored for planking—on both sides. Drill holes at the top corners with a heated panel pin and hinge with Sellotape to the bottom of the keep walls. Scale chain, fuse wire or button thread is used as with the other drawbridges in the castle.

The steps are made from balsa wood, ½ inch thick, 1 inch wide, with each succeeding layer being ⅛ inch shorter. The top step measures ¾ inch, the bottom one

*The complete castle set up and garrisoned with troops. This magnificent layout is based entirely on Airfix Sherwood Castle sets.*



Close-up of the keep, showing door, steps and drawbridge. Note the careful painting which brings out the coursings.

2½ inches. The sides are then marked to look like stone.

Many keeps also had a forebuilding to add extra strength to the keep doorway and this usually took the form of an extra door with a rampart over it. This can be made from one of the parts 7 by cutting off the bottom three courses of stone, then cutting out the centre of the door arch, leaving only ¼ inch on each side. Cement these two parts together to form a doorway ½ inch wide. The rampart ends should now be trimmed into curves to fit the towers. The forebuilding is then cemented on the front of the keep. If you chose to use a forebuilding then the drawbridge will have to be replaced by a larger one, attached to this outer door, and another door will also be needed. Both these parts are quickly made on the same principle as those for the keep.

### Stage 14—Outer Bailey miscellaneous buildings

Parts required: Two Airfix Thatched Cottage kits. We already have stables and cartsheds inside the castle but there were several other buildings necessary to a castle in its role as fortress and residence. These would include such buildings as a chapel, a hall for the garrison and servants, an armourer's smithy and a stableman's cottage with a hay loft.

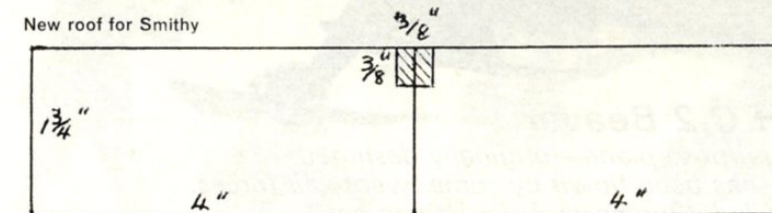
**Armourer's Smithy.** Saw off the bottom ½ inch from the chimney end and the chimney stack. Cement stack to wall. The opposite end of the cottage also has ½ inch removed from the bottom, which reduces the bottom window by half. Increase the height by ½ inch up to the next cross beam, so converting it into a doorway. Thin down the left-hand door post and pad out the recessed part with a sliver of card. The upstairs window is blanked out—inferior dwellings of this nature did not have two storeys—by cementing an oddment of card across the inside, then filling out at the front with

another piece measuring ½ × ¾ inch. Remove the top ½ inch from the front panel of the cottage, leaving a height of 1¼ inch. Repeat this for the back section, but first remove from this panel the centre section between door and window, leaving a gap of 1½ inch. Be very careful with this panel in case you break the narrow lintel so made.

The roof supplied with the kit is now useless, but a new one can be easily made from card, two pieces measuring 1½ × 4 inches being used. The sketch shows the cut-outs needed for the chimney. Scratch the card to resemble thatch by drawing it over a saw blade, then cement all the pieces together. Use the kit roof ridge to cap the new roof, just trimming the corners at the end opposite the chimney so that the ridge will fit properly. These buildings did not have windows, just the openings and sometimes shutters. The front door can be fitted, but a door will have to be made up for the new doorway at the end of the building.

**Stableman's Cottage and Hay Loft.** Cut off the bottom ½ inch of the chimney end. The stack is not needed and the gap it leaves is blocked and filled out as

New roof for Smithy



before. Narrow strips of card are also needed to fill in the gaps in the beam arrangement, making sure to place a piece across the two locating holes. The opposite end of the cottage also has the bottom ½ inch removed. The half window at the bottom is blocked in, the upper window being left open, this time as the entrance to the hay loft.

Both front and back panels have the top ½ inch sawn off. Again, no windows are used, but both doors can be cemented in place to strengthen the now weakened

lintels. The roof is again made of two pieces of card, this time measuring 3½ × 1½ inches, without cut-outs, and with the roof ridge capping them. Before cementing the ridge in place cut the chimney stack end off at an angle and block it off with a scrap of card, shaping when set.

### Stage 15—Painting

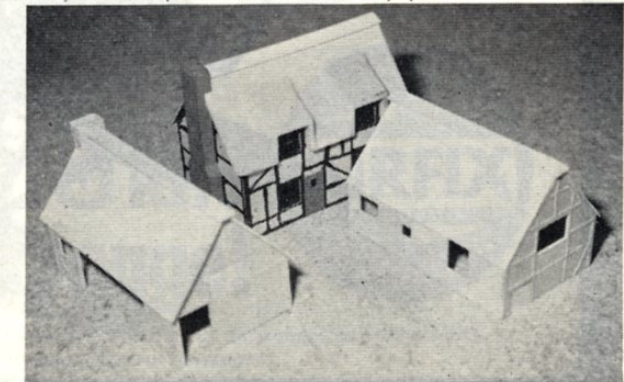
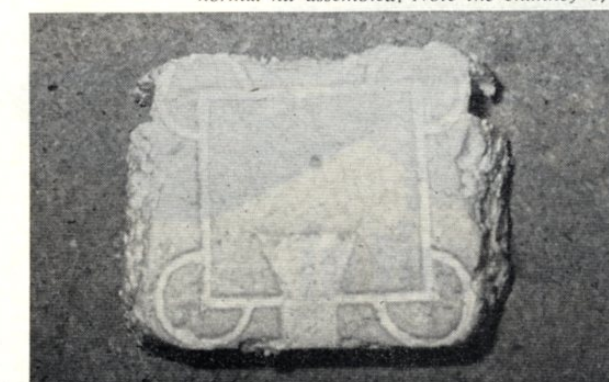
All the rock surfaces of the castle were covered with matt black paint, which was wiped off at once to leave the mortar joints and uneven surfaces outlined in

*Here the keep is shown without the forebuilding and the two cottages have been left out of the outer bailey. The photo shows the versatility of this castle, which can be rearranged to a different shape or packed away in just two or three minutes.*

black or shades of grey. Scratch built parts had first to be painted a matching grey, then wiped with black. The lean-tos and cottages were painted a muddy cream or white for the walls, the beams in black. Roofs were varied: thatch (new) in yellow, the old in Humbrol Matt 26. Timber was done in brown, wiped with black or grey, tiles in red-brown wiped with green. The tower roofs might be tiles, slates or stone slabs—the latter method being still in use in the Cotswolds today, and in fact I have two examples incorporated in some crazy paving. Colour would be reddish-brown for tiles, blue-grey for slates, and pale yellow with green wiped over to represent moss.

*Continued on page 404*

**Below, left:** A polystyrene mound. If using a forebuilding the size will have to be increased by at least ½ inch to 5½ × 6 inches. **Below, right:** In the foreground are the armourer's smithy (left) and stableman's cottages before painting. In the background is the normal kit assembled. Note the chimney of the smithy is left open—without a chimney pot.





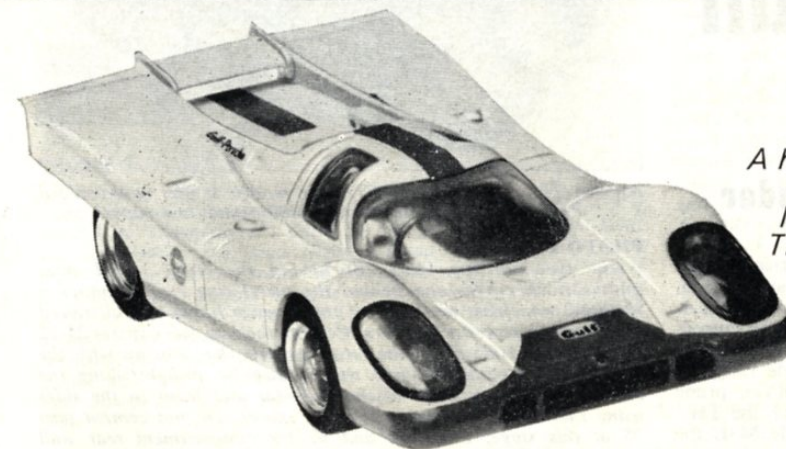
# New from Airfix this month!



## D.H.C.2 Beaver

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# Crusader Gun Tractor

Kit conversion by T. J. Gander

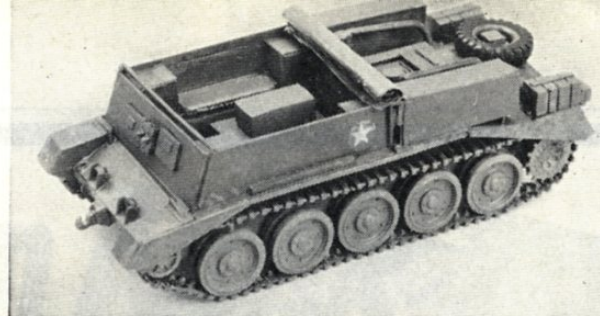
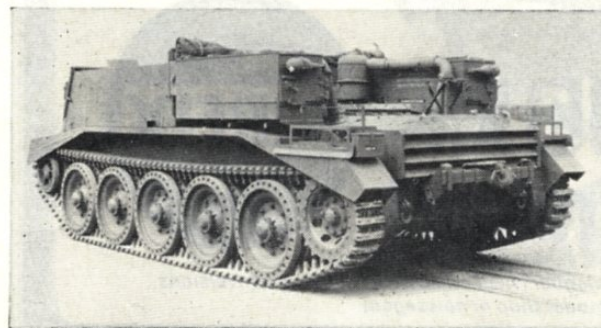
**N**EARLY all the tracked vehicles which saw service in the early years of World War 2 were still in service in 1945, despite the fact that they were mostly obsolete and outclassed as battle tanks. They were usually relegated to second-line or support duties, normally with their main armament removed and extra bits and bodies grafted to convert them into a wide range of self-propelled guns, armoured recovery vehicles (ARVs), prime movers, training vehicles, etc. Examples of these are the Lee/Grant which was used as the Tank Recovery Vehicle M31, the Panzer I and II which, as well as being the basis for a wide range of self-propelled artillery, were used as driver training vehicles, and the Crusader, which was utilised as an anti-aircraft tank, an artillery observation post, an ARV, a bulldozer and as a gun tractor.

The arrival of the Crusader kit enables us to make any of the last-mentioned conversions, but this article is concerned with the Crusader Gun Tractor Mk 1 which was used during 1944-45 in North-West Europe to tow the 17-pounder anti-tank gun. It carried a crew of eight (commander, driver and six gun numbers), and 40 rounds of the rather long and bulky 17 pounder ammunition. Speed was up to 27 mph and the range was a useful 100 miles across country. Some 200 vehicles were converted from Mk III Crusaders by Ruston & Hornsby Ltd of Lincoln and their subsidiary Ruston-Bucyrus Ltd. By the time they entered service the Crusader's early bugs were well ironed out and the vehicle was reliable and popular.

To make this vehicle, requirements are a Crusader kit, plastic card, the photographs below, bits from the spares box and Plan No 62 from J. Church of 'Honeywood', Middle Road, Tiptoe, Lymington, Hants (Mr Church can also supply plans of other Crusader variants). The plan costs 10p.

This conversion is written primarily for the beginner as it is one of those models where you can add or leave out as much as you like; if you don't feel like doing interior detail just fit the opened canvas tilt. More advanced modellers can add much more detail than shown in my effort. One word of warning; the Airfix kit is actually some 4.5 mm too long so the rear hull parts described in the conversion are proportionally larger to accommodate this. However, if you reduce the hull and sand-shield length at the rear as described last month you may need to adjust parts to fit.

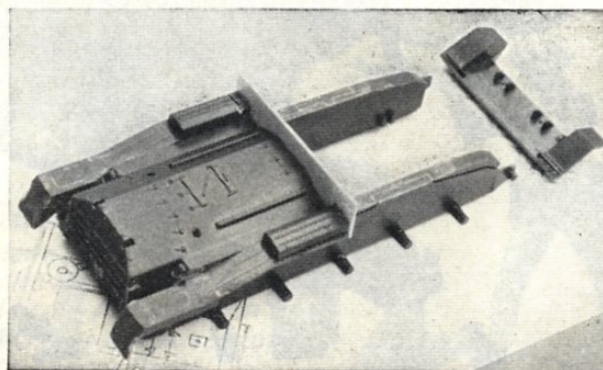
**Below:** Front and rear views of the actual vehicle showing, in particular, the side door open and the front vision ports raised (Imperial War Museum).



**Above:** The completed Gun Tractor model. It can be enhanced by adding details such as tarpaulin and tow ropes.

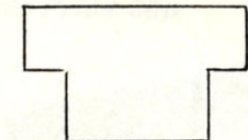
## PHOTO 1

Cut the hull top (part 20) behind the front raised lines on the track covers and behind the turret ring rear. Remove a further 3 mm from the front of the stowage boxes and all raised detail on the rear track covers. Cement the hull sides (parts 21-22 and 23-24) and file down the locating parts that join up with the hull top. The finished parts should then be straight along the top (photo below). Then fit the hull rear and front to the sides using the hull bottom (part 25) as a spacer. Do not cement part 25 at this stage. Then cut and fix the compartment rear wall (see drawing). Use thin plastic sheet for this as the original was only lightly armoured.



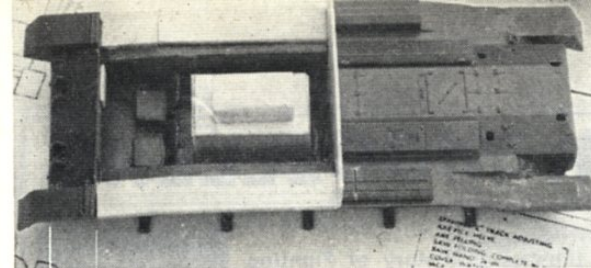
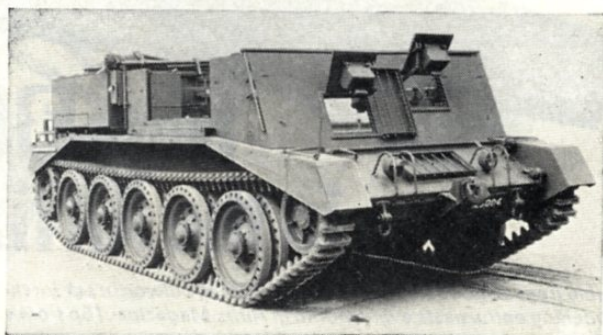
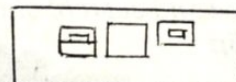
Compartment rear wall

Dotted line shows tilt outline



Compartment sides, dotted lines indicate side door which opens inward and down.

Compartment front with vision ports and box for spare track shoes.

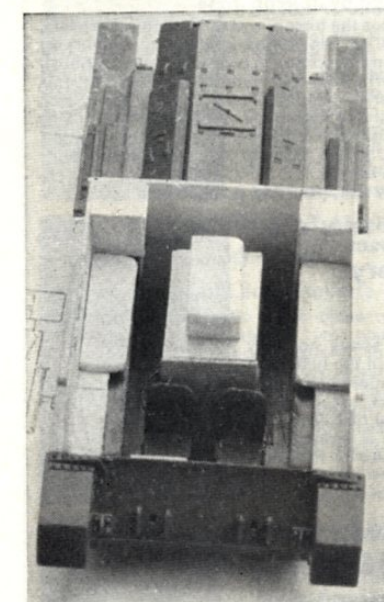


## PHOTO 5

The engine silencers were made from scrap sprue and the manifolds from plastic rod bent over the heat from a gas stove; the manifolds originate from the original exhaust positions. The water cans on the rear track covers were filed from a 10 x 5 x 5 piece of scrap plastic with grooves cut into them to simulate the individual cans and Microstrip racking, although plastic card could be utilised. Behind the left-hand cans, fit part 58 to act as a dummy first-aid box. Now the extras can be added. On my model, two 3 x 3 mm squares of plastic card simulate wood blocks for jacking are added on to the engine covers. The spare gun wheel comes from a Quad and has its centre hollowed out. A spade (parts 8 or 18) is fitted to the cleaning rod box and the rear hook originated from a Universal carrier kit. The tilt rods at the compartment front and rear were made from plastic rod but stretched sprue could be used. Add the headlamps and a front hook. Vision hatches for the driver and commander can be made up from thin card (see drawing). Next add the suspension and track.

## PHOTO 2

File away the front locating pegs from the hull bottom (part 25) and the corresponding pegs on the hull sides. Fit a small 1 x 3 mm driver's panel to hull front on the right-hand side and cement two seats (from a Quad kit or similar) on to part 25 some 3-4 mm from the front. The centre stowage box is fixed on to part 25 and is made up from plastic card. The sides are 18 x 10 mm and the ends 11 x 10 mm. Fit a top and add a smaller box measuring 11 x 5 x 4 mm. Part 25 can now be cemented into place and the track covers made up from 36 x 5 mm wide strips of thick plastic card. These covers should be bent downwards using pliers to match the contours of the hull sides.

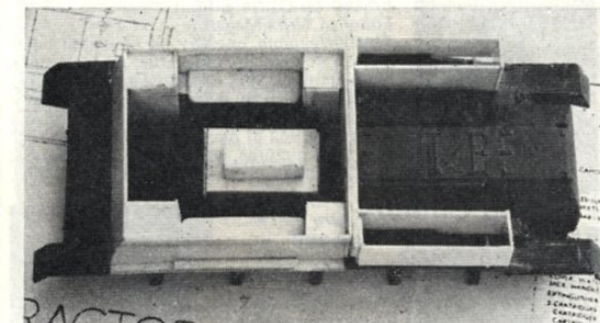
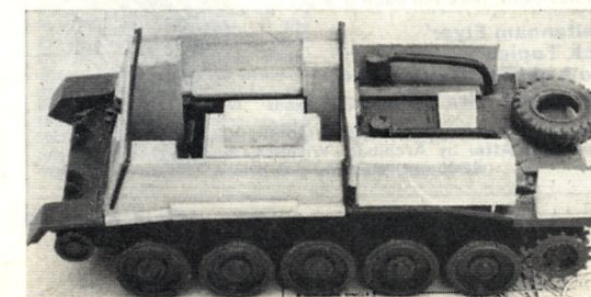


## PHOTO 3

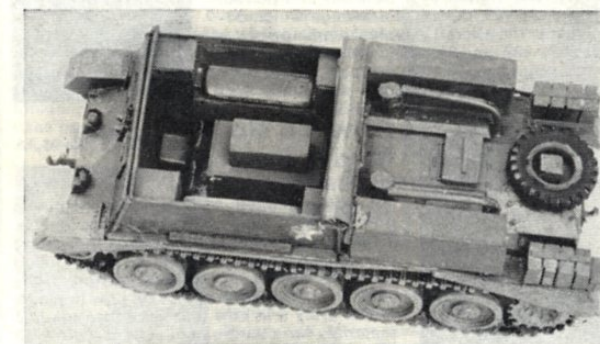
Next cut two 19 x 1 x 1 mm slivers of plastic card to represent the tool boxes along the track cover tops. Fix these flush with the track cover sides as they will act as locating positions for the compartment sides (see drawing). The rear compartment stowage boxes both have 5 x 5 mm tops with the sides cut to fit. Note that the top of both is just below the level of the compartment sides (left). The crew seats are 6 x 17 mm and were fashioned from scrap sheet with all edges rounded. Cement them direct on to the track cover tops.

## PHOTO 4

Now add the 30 x 10 mm compartment front and the front stowage boxes. These have 5 x 6 mm tops and again cut the sides to fit. Extra compartment detail can be added to suit your taste. Next add a 35 x 4 mm strip of thick plastic card on to the outside of the rear compartment wall flush with the top. On the original this was a locker which probably housed the gun cleaning rods. Then manufacture the side ammunition boxes with 22 x 7 mm sides and use the existing stowage boxes as locating points (below). Note the bottoms do not follow the track cover contours. Cut the ends and tops to fit. Fit parts 65 and 66 after being modified to fit in their original positions.



Above: Photo 5; Below: Photo 6.



## PHOTO 6

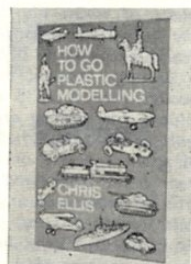
Cut the side track covers using the photographs as a guide and join them along the cover sides with a strip of Microstrip. The tilt was made from a piece of plastic bag coiled up, and then painting commenced. Main colour was olive drab with the track and suspension liberally daubed with dark earth. The white stars came from the spares box, and as I have not yet been able to unearth any authentic markings, the front and rear of the vehicle were covered with dark earth paint to simulate the muddy conditions of the Low Countries in the winter of 1944. My model has still to be completed as far as extras go. Camouflage netting from an old pair of my wife's tights has yet to be added to the tops of the side stowage boxes. The interior has yet to receive its complement of the crew's bedding rolls, cooking pots, beer crates, etc, and I feel sure that some form of crew armament in the shape of a Bren gun or a few rifles would not be out of place.



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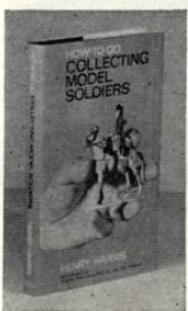
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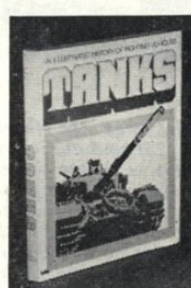


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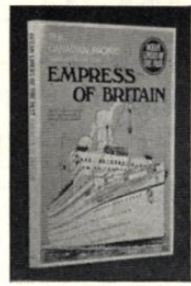
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## Fallschirmjäger



By Robert C. Gibson

THIS concluding article is devoted to weapons not previously covered, and to modelling the NSU Kettenrad in 1:32 scale.

### The Bergmann MP18

As mentioned previously, the elderly Bergman was issued to Fallschirmjäger units in 1944-45. Being a conventional weapon with a wooden stock, it can easily be produced by cutting down the 98K rifle. Cut 6 mm from the front end, and reshape with a knife to obtain the short protruding barrel. Remove the unwanted items on butt and breech and add a magazine holder 8 mm from the muzzle on the right-hand side. The standard 32-round magazine used in the MP38 is fitted, this is 7 mm long  $\times$  2 mm wide  $\times$  1 mm deep. Dress the figure in late-war-time clothing and equipment. Long magazine pouches are optional, ammunition was often carried in coverall pockets.

### The FG42

This is best made from the MG34 in the Tamiya German Infantry set. Use the one without the pistol grip. Cut off the barrel complete and shorten it at the back end by 6 mm, then cement back in position. Trim off the pointed projection on the underside of the butt: cut a piece of 40 thou Plastikard to fit under the breech from barrel to butt. Cut two 1 mm wide strips of 40 thou Plastikard 8 mm

long for the bipod, and fix open (down) or closed (up and folded forward) at the breech end of the barrel. Make up a pistol grip from scrap plastic and glue in place, also a magazine from 40 thou Plastikard 4 mm long  $\times$  2 mm wide  $\times$  1 mm thick, with a 3  $\times$  1 mm piece of 20 thou Plastikard cemented to the outer end. The folding bayonet is carved from the Tamiya bayonet plus entrenching-tool set, and cemented under the muzzle brake.

### The LG.1 in 1:32 scale

An exploded view of the gun is shown bottom right. The barrel is made from a 41 mm length. A 6  $\times$  6 mm square of 60 thou Plastikard (2 laminations) is fitted 23 mm from the muzzle, and a 5 mm circle of 20 thou card cemented on the exhaust end. The breech is built up front and rear with plastic putty as is the exhaust venturi. The exhaust guard is a 13  $\times$  13 mm grid bent from fine plastic rod. The barrel mount is cut from two 6  $\times$  12 mm pieces tapered at the top by 1 mm (front) and 2 mm (rear). The base is 6  $\times$  6 mm, also 40 thou Plastikard. The axle and trail are cut from 2.5 mm diameter sprue—three 40 mm lengths. The axle box is two pieces of 20  $\times$  6 mm and of 20  $\times$  4 mm (front), again 40 thou Plastikard. The trail spades are cut from

The completed models of the Kettenrad tractor and the LG.1, built as described in the text. The paratrooper from the Airfix 54 mm scale Germans has the Bergmann MP18 as described in this article. Also shown is a model FG42.

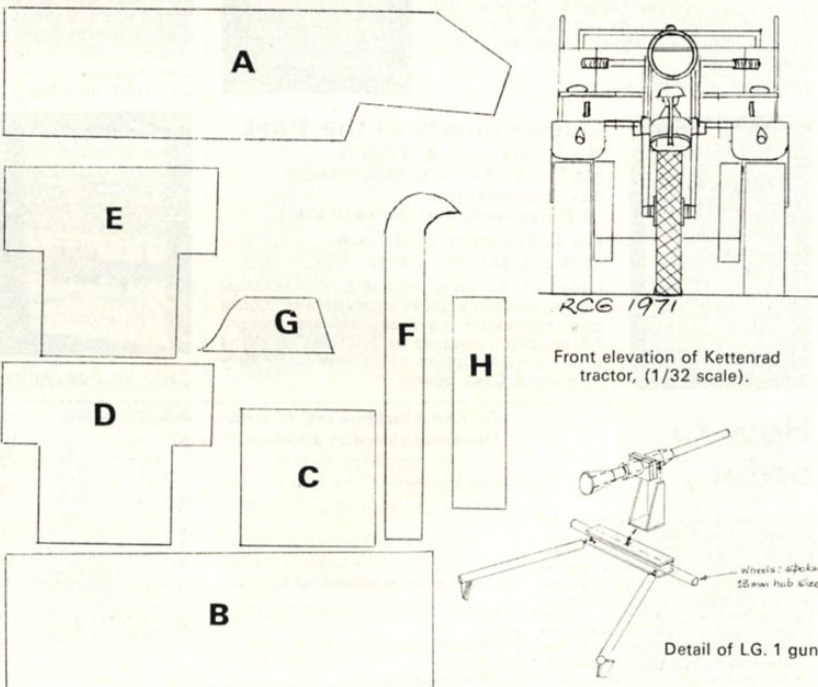
40 thou Plastikard 6 mm deep, 4 mm wide (top) and 2 mm wide (bottom). The taper should be on the outside.

This is the weapon used by the Fallschirmjäger on Crete, and could either be manhandled or towed by the NSU Kettenrad. The exhaust guard was really necessary, as anyone standing within a 15 degree arc up to 100 metres behind would be severely injured by the blast on firing the gun. Gun laying and loading, therefore, was confined to the sides of the gun: no one stood behind.

### The NSU Kettenrad

The 1:32 scale version of this vehicle offers more problems than its 1:76 scale counterpart, but should not be beyond the average modeller if care and patience is exercised.

Start by cutting the sides of the main structure (A) from 40 thou Plastikard, and the two bottom pieces (B & C). Cut the formers for the engine bulkhead (D) and the rear seat rest (E), and assemble to the bottom floor, adding the sides, then set aside to dry. Next, cut the track



Front elevation of Kettenrad tractor, (1/32 scale).

Detail of LG. 1 gun.

AIRFIX magazine

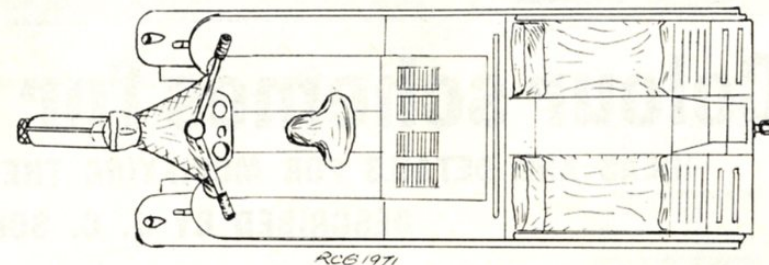
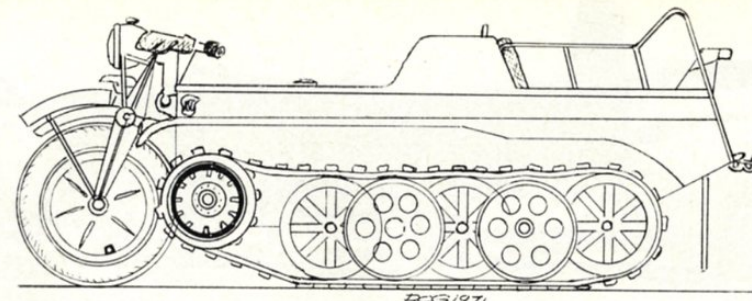
guards (5 mm wide), curve and round the front ends. Cement these to the sides about 4 mm from the top; reinforce with rectangular gussets from scrap plastic. Next, cut the fuel tank tops (F) and cement to the top of the sides (A). Now cut the engine compartment ends (G) and cement into position; set aside to harden.

Choose a suitable front wheel from the spares box: a 1:32 sports car provided the original model with one. Cut the front fork from 40 thou Plastikard using the scale plan, and attach to the wheel; insert a short length of plastic rod across the top end and, using very thin 20 thou Plastikard strips (1 mm wide), build up the headlamp support. If you can 'liberate' a suitable front mudguard, incorporate this and cut a number plate to fit from 40 thou Plastikard. The original model still awaits a suitable one, but you may leave it off and still be reasonably accurate—mud and slush often jammed the front wheel of the real vehicle, and mudguards were broken or removed.

Construct an open-box frame of 2 mm strip Plastikard, 10 mm square but do not fit at this stage to the front forks.

Cement a piece of 40 thou Plastikard under each trackguard rear end at the angle of the rear of the sides (A). Cut another piece to build up the step which begins under the engine compartment. Finally, cut two strips of 20 thou Plastikard of trackguard width, and bend these to match the curve between the step and the rear end. Cement in place, and when all is thoroughly dry, fill the gap with plastic putty, and leave to harden before filing down. Then add two pieces of 40 thou Plastikard (H) to complete the lower side.

Measure the actual gap between track-guard and fuel tank top, and cut a long strip of 20 thou Plastikard of that width. Carefully fit and cement along each side



Kettenrad tractor, 1/32 scale

from front to rear. Measure the engine compartment and fit a 20 thou cover between the ends, bending carefully to fit. Make the seats from 60 thou Plastikard, sanding the edges until round.

The rails on the rear end are made from plastic rod carefully bent with round-nosed pliers and cemented into position after checking.

Build up the floor of the front compartment by a 10 mm  $\times$  40 mm double lamination of 60 thou, placed down the centre, 10 mm from the front edge. A 20  $\times$  10 mm strip of 40 thou is cemented upright to the forward end, and this provides the basis for the steering bar support. This is made from scrap 40 thou Plastikard, taking measurement from the scale plan, and the steering bar and handlebars added from plastic rod. The driver's seat is added at this point,

cemented to the floor on a 5  $\times$  10 mm Plastikard support.

The open-box frame made for the front forks is now cemented to the forks, and the frame end and top of the forks cemented to the steering bar support; hold firm until set. The headlamp is now fitted: a Bentley 4½ litre one was used here. Main wheels can be produced from scratch, but the writer has used a selection of slot-racing car wheels with the tyre keyway removed, and cut the outer disc wheels from 40 thou Plastikard. Axles are scrap sprue, and the tracks are Airfix 'Panther' tracks shortened.

The rear compartment is 'floored' between the rear seats with 20 thou Plastikard, and the rear light and number-plate column constructed from 20 thou Plastikard. The result is not 100% scale accurate, but gives the right look.

## In the Air — from page 363

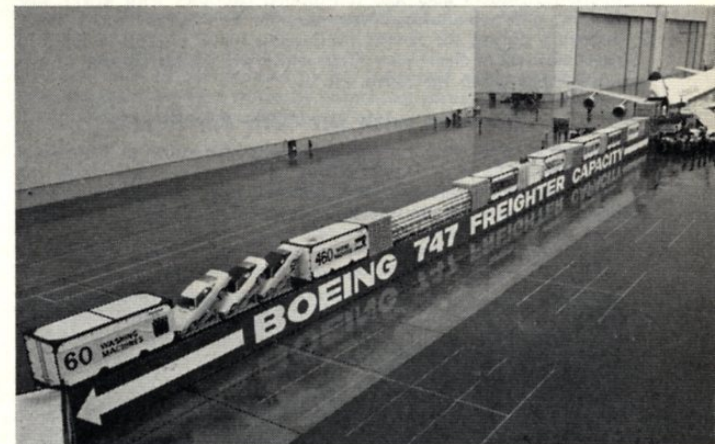
### First Jumbo Freighter rolled out

BOEING'S first 747 Freighter was rolled out from the Everett factory shortly before the end of the year and nosed up to a huge display of cargo, graphically illustrating what the future holds for airfreight. The giant freighter, which had its first flight early in December, will be delivered to Lufthansa in March this year. First revenue cargo flight from Frankfurt to New York is scheduled for late April according to the airline.

At the roll out the aircraft was towed with its nose cargo door up, to the end of a 320 foot long display featuring various types of cargo the aircraft can carry. Motor cars on pallets, oil fuel pipe and containers labelled as to possible contents, such as heavy computing equipment, animals and machinery, made up the load. In total the cargo represented more than 17,000 cubic feet of material and more than 200,000 lb, all capable of being carried in a single trip non-stop across the Atlantic.

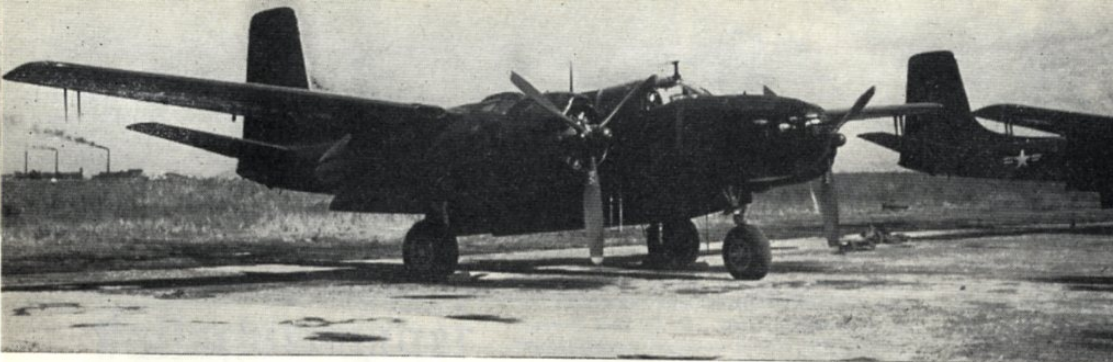
Lufthansa's specially designed cargo containers were loaded on board to demonstrate the type of loading and mechanised cargo handling system. Lufthansa's Boeing 747F is the first freighter sold and built. However, Boeing officials said they expected to sell as many as 100 before 1980. Other airlines which have announced intentions to buy the 747F include Japan Airlines, Korean Airlines and KLM—Royal Dutch Airlines.

March 1972



At a Press Conference held at Boeing's Everett factory the first Boeing 747F freighter was rolled out and a demonstration given of the amount and variety of palletised cargo that could be carried.





A-26B showing fully extended crew ladder, wingtip and cockpit antennae.

# Colour schemes for the Invader

IDEAS AND DETAILS FOR MODIFYING THE AIRFIX B-26 MODEL

DESCRIBED BY J. C. SCUTTS

WHEN Douglas test pilot Ben O. Howard lifted the first XA-26 from the runway at Long Beach, California, in 1942, it would have taken a keen betting man to predict that production versions of the new aircraft would still be part of the United States' inventory 30 years hence. Such is the case, however, for Invaders still fly with combat units in SE Asia today. After serving in three theatres in World War 2, enough Invaders were on hand to equip two combat wings in Korea, provide the backbone of US tactical reconnaissance in Europe well into the 'fifties and fulfil a host of useful roles in the hands of both military and civil users.

The A-26 light bomber was the culmination of experience gained with the A-20, B-25 and B-26; the USAAF wanted an aircraft that could be readily adapted to a multiplicity of roles without resort to in-the-field 'lash-ups' to take extra war loads. Douglas made the Invader an effective combination of the best features of the first generation medium and light bombers, designed it to take a series of interchangeable nose sections for either bomber or ground attack operations and included the then advanced features of a remotely controlled armament system and double slotted wing flaps.

There were three prototypes, all of which had airscrew spinners, flat-topped canopies, early national markings and standard OD and grey camouflage. The first XA-26 had a bombardier nose, the XA-26A carried radar in an elongated solid nose, four 20 mm cannon in a ventral tray and four .5s in a dorsal turret, and the XA-26B had a 75 mm cannon in a short solid nose. Early production Invaders also had flat-topped canopies with heavy side framing and a front-hinged top section. The canopy was revised, probably during the fourth production block (A-26B-15-DL), to give way to a clear view unit with two panels hinged at the lower edge, as in the Airfix kit.

## Service with the 12th Air Force

Invaders went into service with American units in Europe in late 1944. The 47th Bomb Group at Grosseto, Italy, took the new aircraft on strength in September and had almost phased out its ageing A-20s by the following March. The group engaged

**Below:** US Navy Invader target tug 4-U-11 refuels at Malta in 1947; colour red with yellow tail and wings (I. H. Gannicut).



in round-the-clock attacks on German transportation, winning a Distinguished Unit Citation (DUC) in the process. Both natural finish and black painted machines were used, some of which featured the early-type canopy. Markings consisted of two-digit fin numbers, black on natural finish, white on black, repeated on the nose wheel doors in most cases. The 47th's composite squadrons were the 84th, 85th, 86th and 97th Bomb Squadrons and a well-known photograph of one of the 85th BS's RA-B26s shows 44-35966 in red and a white '39' on the fin with white '75' on the nose wheel door.

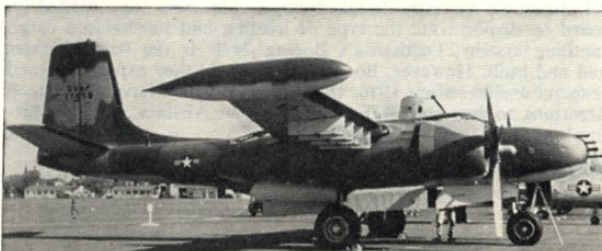
## The 9th Air Force

Whilst the 47th BG was receiving Invaders in Italy, 18 A-26s were flying from the UK with Marauders of the 386th BG, prior to the group's complete re-equipment with Invaders on February 21, 1945—the day A-26s first went into action against railways, bridges and transport in support of the allied advance through France.

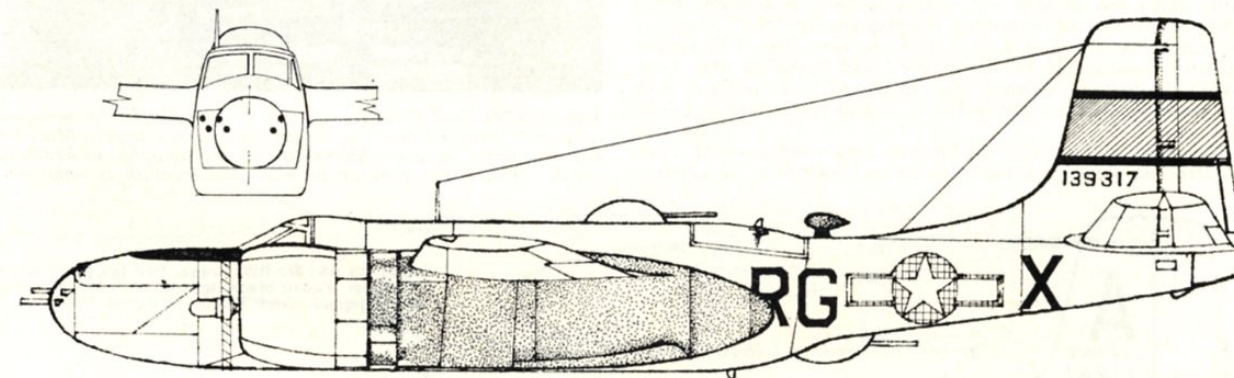
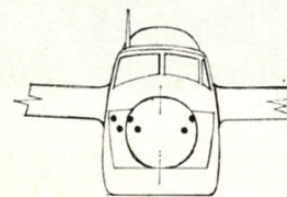
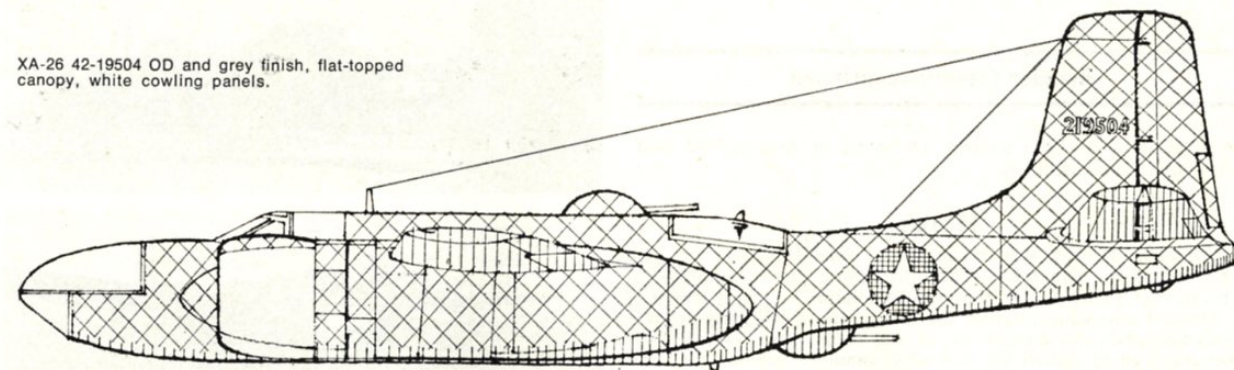
In October 1944, the 416th BG began conversion and the first full group Invader mission was mounted on November 17. Owing to a shortage of bombardier-nosed models, the group initially used A-20 lead ships. The 409th BG started operation with A-26s in the last month of 1944 and participated in the first Invader strafing attack in January 1945.

A variation in the natural finish of 9th AF Invaders occurred in February 1945 when four black-painted A-26s of the 410th

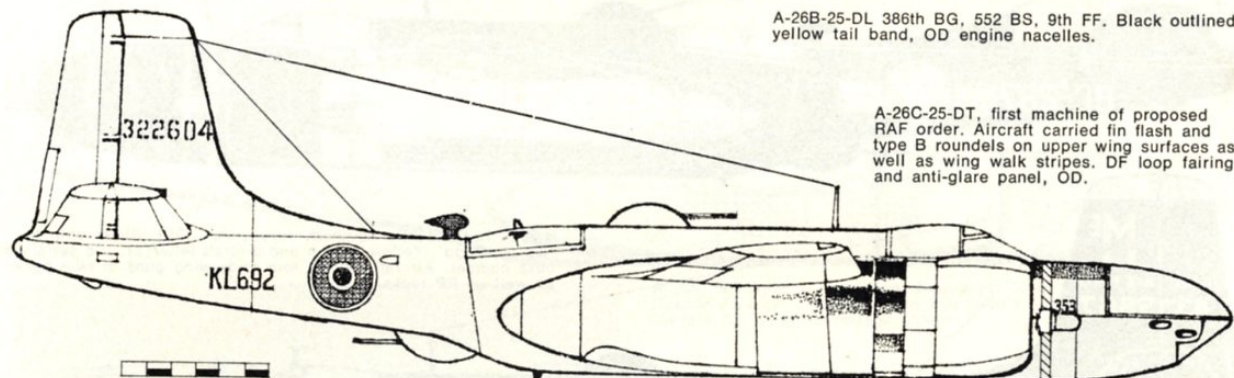
**Below:** B-26K Counter Invader, complete with paddle blade airscrews and bomb bay camera ports. Upper surfaces emerald green with light grey undersurfaces. **Bottom:** COIN B-26K with wing hardpoints and tip tanks.



XA-26 42-19504 OD and grey finish, flat-topped canopy, white cowling panels.



A-26B-25-DL 386th BG, 552 BS, 9th FF. Black outlined yellow tail band, OD engine nacelles.



A-26C-25-DT, first machine of proposed RAF order. Aircraft carried fin flash and type B roundels on upper wing surfaces as well as wing walk stripes. DF loop fairing and anti-glare panel, OD.

Bomb Group acted as target markers on an experimental night interdiction mission accompanied by A-20s and B-26s. Although the first mission had to abort due to bad weather, four more such operations were made before the plan was rendered superfluous by the increasing numbers of P-61 night fighters. The 410th converted to the Invader in April 1945.

Fittingly, the new light bomber flew the final 9th Bomb Division mission of the war when 130 A-26s from the 386th, 391st, 409th and 416th Groups, together with eight Pathfinder Marauders, attacked the Stod Ammunition Plant in Czechoslovakia.

The Invaders' combat record in Europe was finally tabulated thus:

11,567 sorties for the loss of 67; tonnage dropped, 18,054. Seven enemy aircraft were credited, despite the fact that eight were claimed by the 386th BG on March 9, 1945.

Two B-26s, 43-22479, A-26C-15-DT, KL690 and KL691, were evaluated by the RAF. The latter machine may have been 41-39158, A-26B-15-DL, which arrived at A & AEE Boscombe Down on July 11, 1944, and left at the end of August, although no serial was actually applied to this machine. KL690 arrived on December 31, 1944, and left in March 1945. The aircraft carried the RAF serial aft of the standard USAAF insignia.

March 1972

A further machine, 43-22604, A-26C-25-DT, KL692, was the first of a batch of 140 ordered by the RAF and although, in the event, no Invaders were flown by British squadrons, one of these aircraft would make an unusual model.

## The Pacific

In the Southwest Pacific, the 3rd Bomb Group received A-26Bs in June 1945 and carried out attacks on Formosa the following month. The unit moved to Okinawa to prepare for attacks on the Japanese home islands, but the war ended before any were flown. Both natural finish and camouflaged machines are believed to have been used by the group, with unit markings similar to those applied to its A-20s—large white plane-in squadron letters and coloured fin and rudder tips to denote squadrons: yellow for the 8th, red for the 13th, dark green for the 89th and white for the 90th. Previously, the 89th and 90th had applied the letter to the rudder of their A-20s; on Invaders the letter was carried on the fin. Examples of camouflaged machines are: 89th, 'W', 'C', 'B', 'N', 'A' and 'Y', the squadron colour being underlined with a thin, white band. A-26s in the 90th included: 'Y', 'R', 'J', 'P' and 'H'. No serials are known. All the above machines were

Continued on next page



## Invader Colours—continued

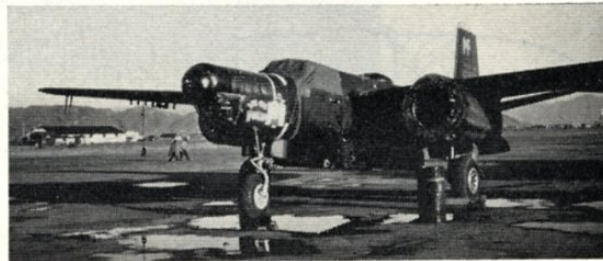
photographed on Bolo airstrip, Okinawa, in August 1945 and were solid nose examples.

### Korea

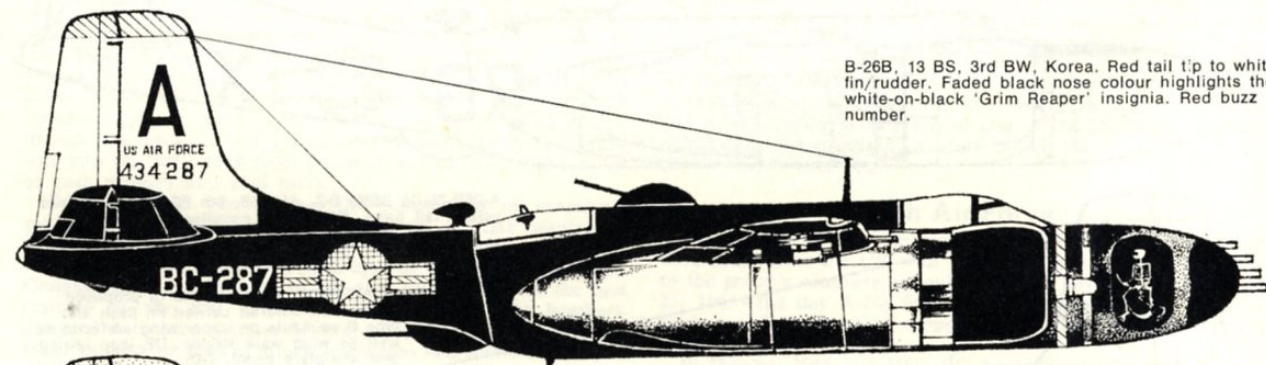
When the Korean War broke out in June 1950, the 3rd BG was one of the two wings—the other being the 452nd BG—to operate the Invader over that troubled land.

Flying from Ashiya, Japan, the group won a DUC for operations against North Korean troops and supply lines. So pressing was the need to restrict the flow of Communist supplies that the 3rd, which was granted wing status in 1951, had flown 10,000 intruder missions by September, winning another DUC. The wing moved to Kunsan, Korea, in August the same year. The number of sorties reached 20,000 by mid-1952 and 30,000 by May 1953. When the truce was signed, the 3rd moved back to Japan with its venerable B-26s, which had been its equipment for more than ten years.

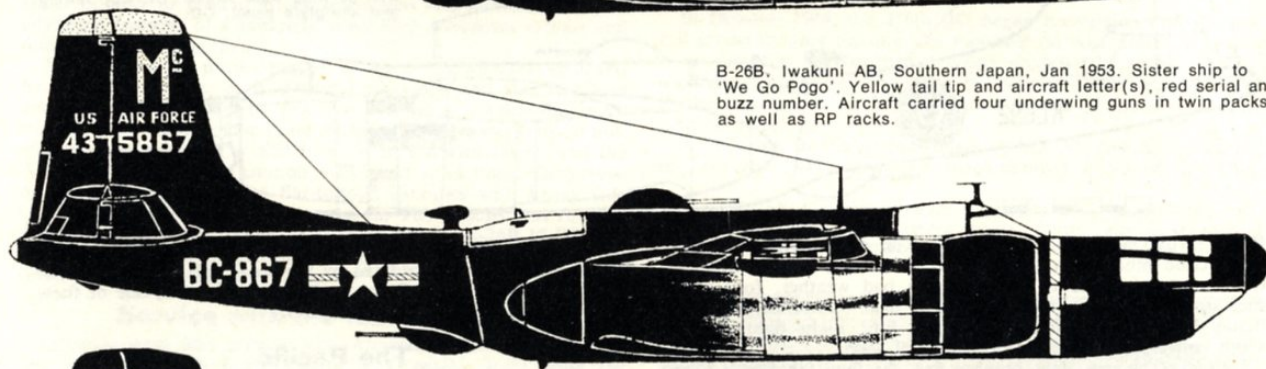
Operating over some of the bleakest terrain in the world, often in atrocious weather, Invaders made an inestimable contribution



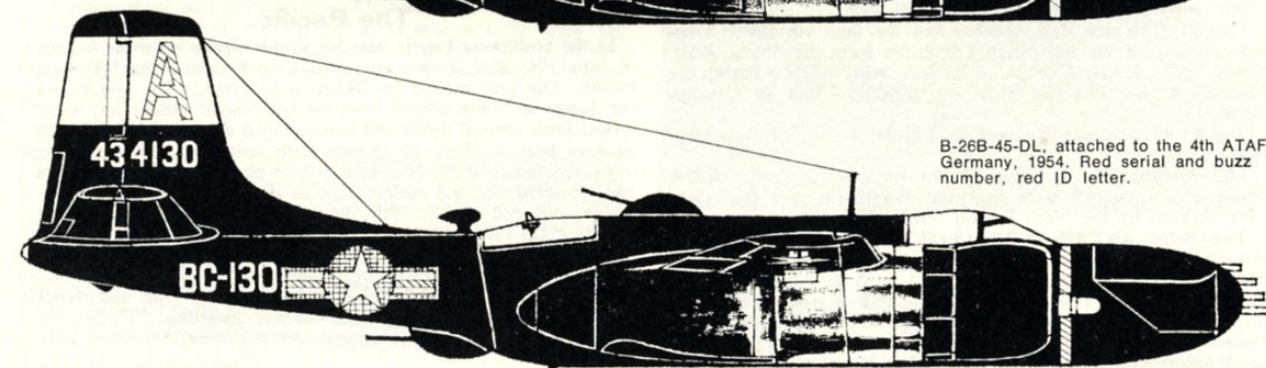
**Top:** RB-26C-30-DT carries radomes at each wingtip for horizontal search, belly radome for vertical downwards search. Machine has wing racks, no guns. **Above:** B-26B photographed at Iwakuni, Japan, 1954. Exact purpose of nasal modification is unknown.



B-26B, 13 BS, 3rd BW, Korea. Red tail tip to white fin/rudder. Faded black nose colour highlights the white-on-black 'Grim Reaper' insignia. Red buzz number.

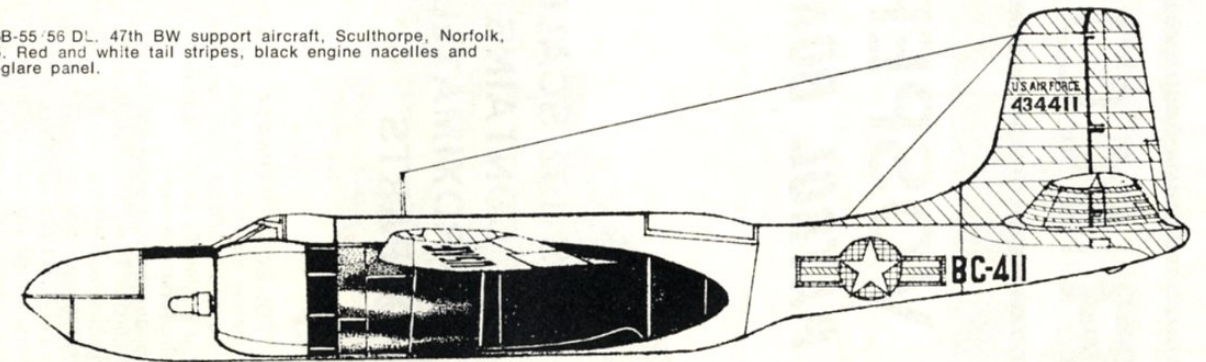


B-26B, Iwakuni AB, Southern Japan, Jan 1953. Sister ship to 'We Go Pogo'. Yellow tail tip and aircraft letter(s), red serial and buzz number. Aircraft carried four underwing guns in twin packs as well as RP racks.

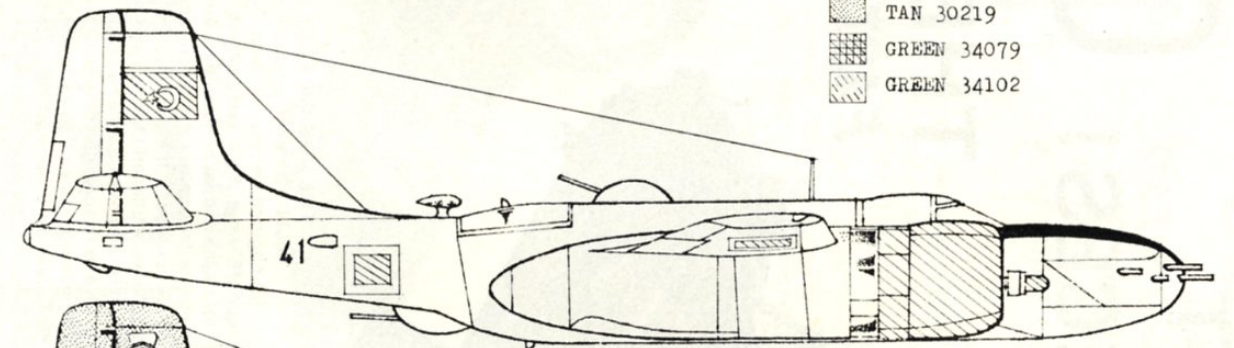


B-26B-45-DL, attached to the 4th ATAF, Germany, 1954. Red serial and buzz number, red ID letter.

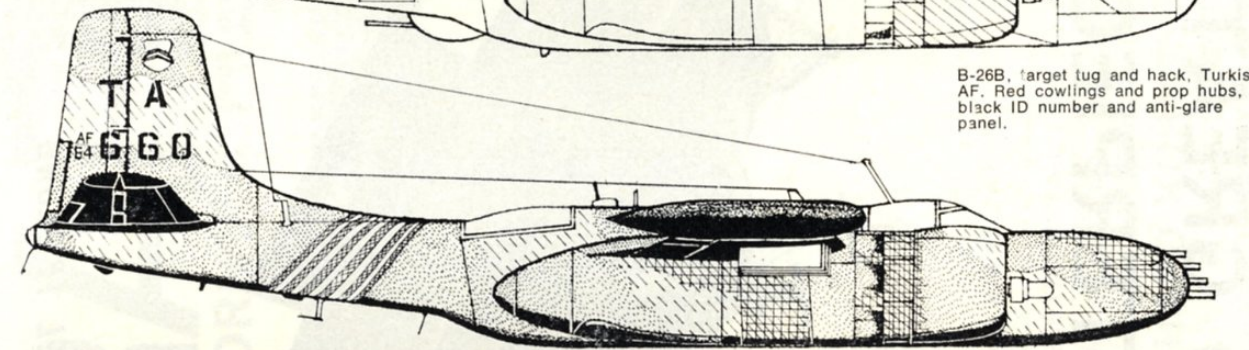
B-26B-55/56 DL, 47th BW support aircraft, Sculthorpe, Norfolk, 1955. Red and white tail stripes, black engine nacelles and anti-glare panel.



TAN 30219  
GREEN 34079  
GREEN 34102



B-26B, target tug and hack, Turkish AF. Red cowlings and prop hubs, black ID number and anti-glare panel.



A-26A, 609 Special Operations Squadron, 56 Special Operations Wing, Nakhon Phanom, Thailand. Red and yellow fuselage stripes. Current SE Asia camouflage scheme.



to the defeat of North Korea. Sorties from Japan meant a fatiguing 6½ hour flight for the three-man crew, usually at low altitude in the face of intense ground fire.

As well as fixed and turret guns, B-26B and Cs carried up to 4,000 lb of bombs in the fuselage bay and 14 5-inch HVARs under the wings. Two 110-gallon Napalm tanks reduced the RP load to six or four and it is interesting to note that early Napalm containers were old P-51 drop tanks. Target illumination necessitated extensive use of flares and Invaders also carried photo flash and fragmentation bombs on the wing racks. A high percentage of B-26 night sorties were directed against railways, made by individual aircraft, a number of which flew well over 100 missions. Daytime attacks continued the mode of operation perfected during World War 2—a bombardier machine leading a formation of ground-attack bombers.

Continued on page 387

**Left, top:** Invader graveyard containing ex-ANG aircraft and a A-26B-45-DL. Striping is believed to be blue and white. **Centre:** US Navy JD-1 target tugs on the ramp at Iwakuni. Wings were yellow with a red band outboard of the underwing pylons. These aircraft usually carried a large white two-digit number on the nose. **Bottom:** A-26C-35-DT minus turrets. Midnight Blue finish.







# TWO GREAT MASTERPIECES!

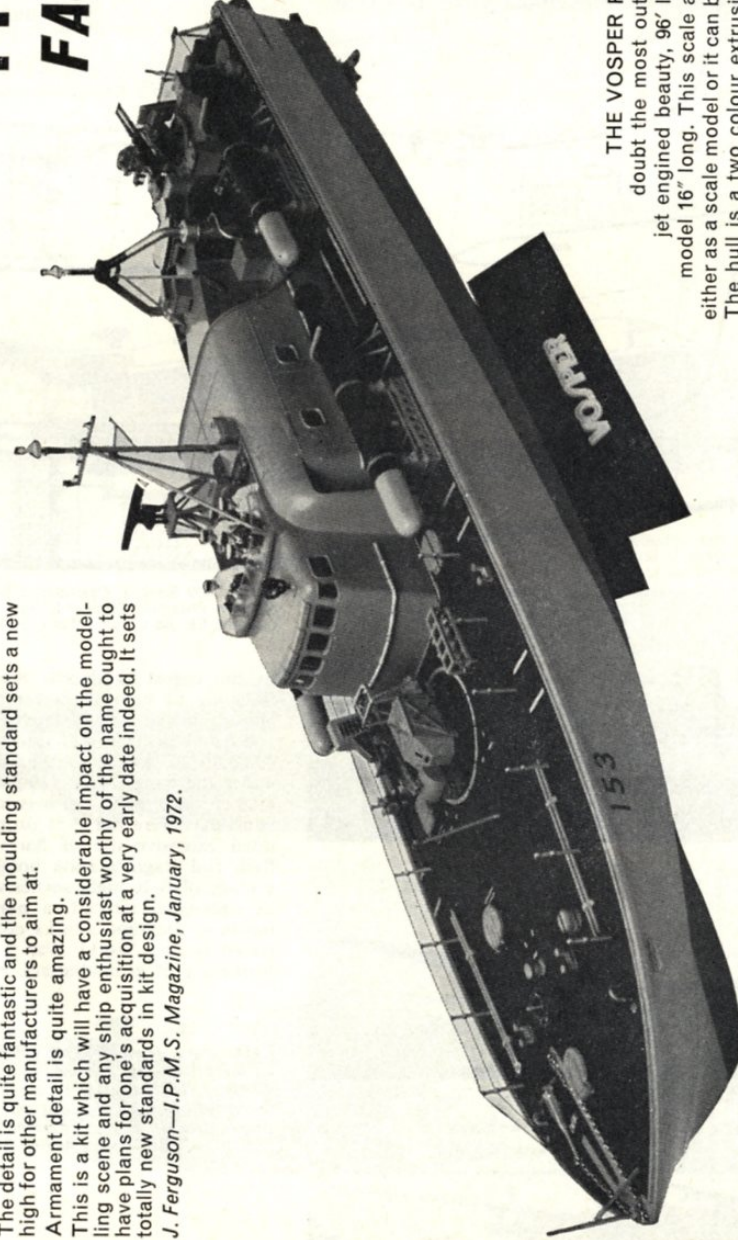


... this is without doubt the finest ship kit ever to have passed through the reviewer's hands, bar absolutely none. The detail is quite fantastic and the moulding standard sets a new high for other manufacturers to aim at.

Armament detail is quite amazing.

This is a kit which will have a considerable impact on the modelling scene and any ship enthusiast worthy of the name ought to have plans for one's acquisition at a very early date indeed. It sets totally new standards in kit design.

*J. Ferguson—I.P.M.S. Magazine, January, 1972.*



## THE VOSPER FAST PATROL BOAT

**THIS 1:72 SCALE  
KIT CONTAINS  
APPROXIMATELY  
290 PARTS**

THE VOSPER FAST PATROL BOAT "PERKASA" is without doubt the most outstanding marine model of the year. This triple jet engined beauty, 96' long, is produced in 1/72nd scale, resulting in a model 16" long. This scale allows for really terrific detail. It can be finished either as a scale model or it can be motorised for use in water.

The hull is a two colour extrusion moulding, the result of one of the most advanced techniques in the manufacture of plastic. There are over 290 parts, from the exquisitely modelled Oerlikon and torpedoes down to the fully detailed instrument panels, and even quanting poles. Even the rivets on the small hatch covers are visible and to scale. In addition there is a crew of six, consisting of a helmsman in sitting position, three figures in sailor's uniform and two in 'square rig'. There will obviously be a large demand for this latest Tamiya masterpiece and we suggest that you go to your Riko-Tamiya Stockist and reserve yours now. Suggested selling price **£4.40**—available NOW!!!

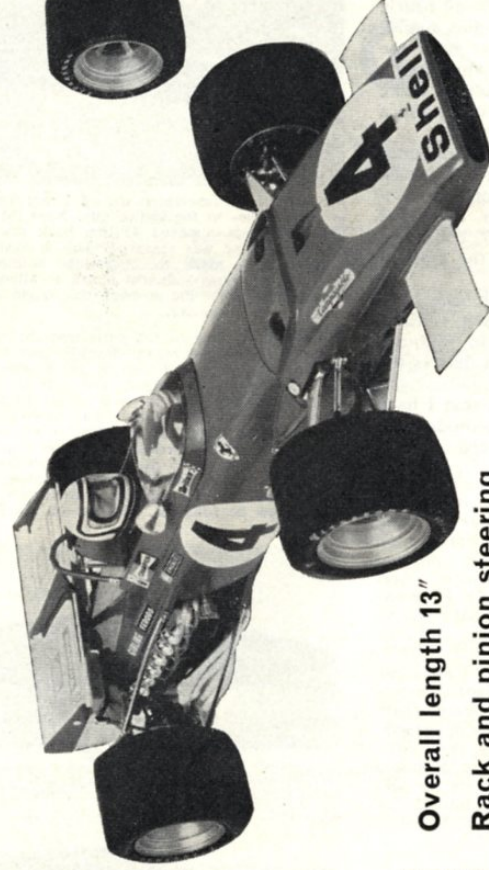
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AIRFIX magazine

THE

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*R. Priest and R. C. Jones—Scale Models Magazine, January, 1972.*

... Altogether this is an extremely good model of a modern Formula 1 racing car with the magic of Ferrari incorporated, at **£4.40** it is excellent value.

*B. L. Airfix Magazine, January, 1972.*

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March 1972





# The Hunter T7

A POPULAR CONVERSION SUBJECT  
USING NEW MOULDED PARTS

Modelled and described by Alan W. Hall

IN the last two or three years several of the smaller kit manufacturers have been giving a wonderful service to the enthusiastic aircraft modeller by producing little-known but nevertheless greatly needed models of aircraft by the vacu-form process. Their efforts have brought new standards to modelling and it is good to see that a number of kits entered for IPMS national modelling competitions are based on these. Detail nearly as good as that achieved by the major injection moulding manufacturers has become standard. But there has always been the need to warn the junior or inexperienced modeller against trying one of these conversion kits because they are difficult to make and need a fair amount of experience and patience to achieve a desirably high standard.

It is therefore with a great deal of pleasure that I can announce a new material being used by a company just starting in business who have recognised the problems of confining propriety conversion kits to the experienced modeller. Polyester resin has been used to produce a solid nose for the Hunter T7, combined with a first-rate cockpit canopy, all tailored to fit the existing Hunter F6 kit produced by Airfix.

The new company, known as Airconversions, will have their kits on general sale by the end of this month at 45p each. Initially they can be bought by direct mail only from Bryan Philpott, Airframe (GB), PO Box 14, Newbury, but it is hoped that as the popularity increases other retailers will hold stocks.

So important is this new step in modelling progress that I have done a detailed conversion article this month on methods used to build this model so that even the most inexperienced can try.

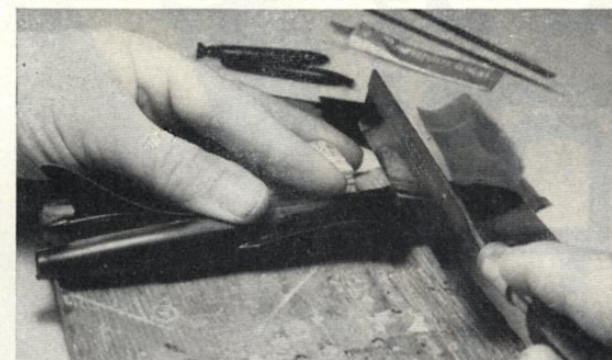


**Left:** A close-up of the nose of a 145 Sqn Hunter T7. Note that the aircraft code number is painted on the nose wheel door (J. D. R. Rawlings). **Right:** No 92 Squadron's all-blue T7 serialled XL571. (J. D. R. Rawlings). **Lower right:** Treble-one's all black Hunter T7. The markings vary very little from those supplied in the Airfix kit and can be adapted for use in a model.

Farnborough's Hunter T7 fleet. Three Mk 7s and (left front) the green and white Mk 12. Note the additional bump on the nose of this aircraft and its larger jet orifice (MoD).

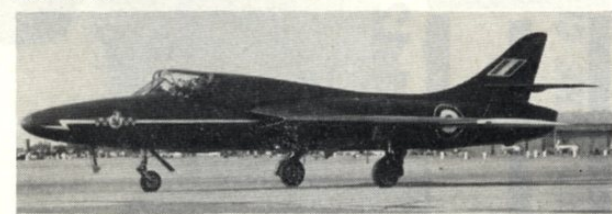
**STAGE 1** The conversion parts look semi-transparent and should be given a light rubbing down before use to get rid of the slightly sticky feel they may have. The canopy must be dealt with carefully as this is inclined to be brittle and it should be put out of harm's way whilst the other parts of the model are being prepared.

**STAGE 2** The two halves of the Airfix Hunter kit fuselage are cemented together and left to dry. Similarly the wings can be joined and the location holes for underwing rockets filled with body putty. When dry

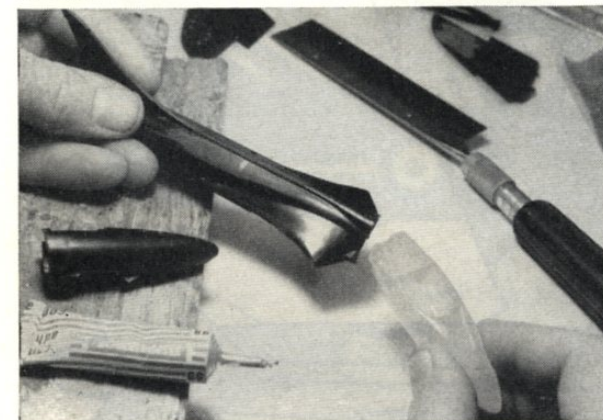


the nose of the fuselage is cut off 1 mm forward of the lip of the jet intake at right angles to the centre line. Next the spine running along the top of the fuselage is removed 45 mm back towards the tail from the point at which the nose was removed. This is best done in the initial stages with a fret saw. I made the cut whilst holding the fuselage firmly against a bench stop leaving sufficient plastic to allow a coarse file to finish the work. This will get over the problem that might arise by getting the cutting angle slightly out of square.

**STAGE 3** One of the parts that should have been included in this kit is the tail cone that makes the difference between this mark of Hunter and the F6. Similar to that used on the Hunter FGA9 the cone in this instance has to be made from wood. Two cuts are necessary with the fret saw. One is made parallel with the top of the fuselage line just under the fin and rudder, the other starts half way down the jet orifice and meets the first cut under the centre of the slot for the tailplanes. After the scrap plastic is removed a small wedge shaped piece of balsa is needed to go into the slot which is stuck in place with either balsa wood or polystyrene cement. The Airconversions kit instructions recommend that the tail cone be made from Plasticard but although I tried this I do not recommend that these instructions be followed. The use of wood is far easier and the end result much better.



**STAGE 4** Having lightly sanded the front of the new fuselage with sandpaper earlier and similarly treated the new head fairing, this should be ready for insertion into the basic kit. The edges of the cuts previously made should be filed down accurately and squarely and then the new parts offered up so that the fit can be checked. I found that the samples I had fitted like a glove on the first application there being absolutely no need to enlarge the fuselage gap or adjust the spine area. Contact adhesive must be used to stick the polyester parts together. This should be spread thinly on both surfaces and given a little while—some five minutes to get thoroughly tacky before joining the new with the basic kit parts. The fuselage which should now have its new nose, spine and tail cone attached should then be left for 24 hours to dry out well before any other operations can start.



**Left:** Checking the fit of the new polyester nose. **Above:** The fuselage spine is cut off with the fret saw and the area made square with a file.

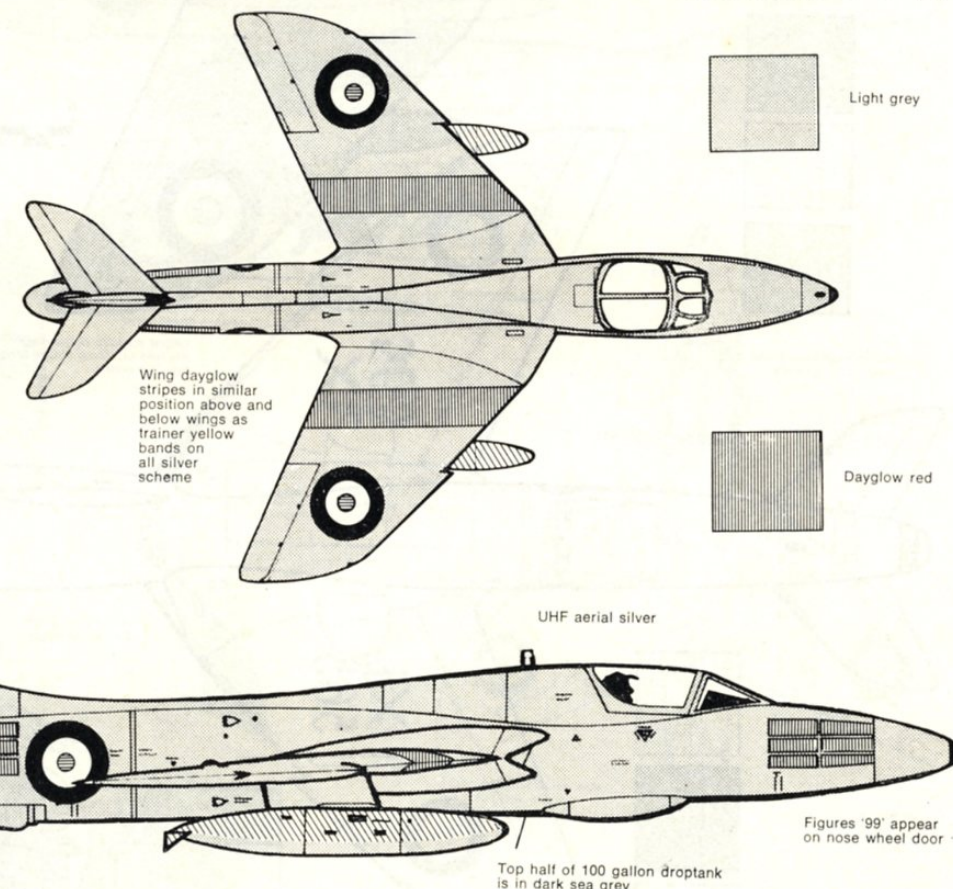
**STAGE 5** Another long wait is necessary after the gaps under the fuselage and possibly joins along the edge of the head fairing have been filled with body putty. I used the German Kaka paste for this operation as it dries more quickly than any other I know but similar material like Greenstuff or even Humbrol body putty can be used. The use of the latter is however not thoroughly recommended as it does not take kindly to being used in large filling operations and is inclined not to dry out really hard. Whilst doing this job I also filled the slot provided for the kit stand which I was not going to use. Another 12 hours should elapse before work can start again.

**STAGE 6** The long and perhaps tedious operation of rubbing down the body putty should now begin. Whilst this is being done the wings can be rubbed down and edges here and on the fuselage papered so that the join lines are removed. The tail cone has to be treated slightly differently as this is made from wood. Here I roughly carved the shape required referring to my plan and then hollowed out the interior so that the circular jet pipe cross section could be replaced. At the same time the underside of

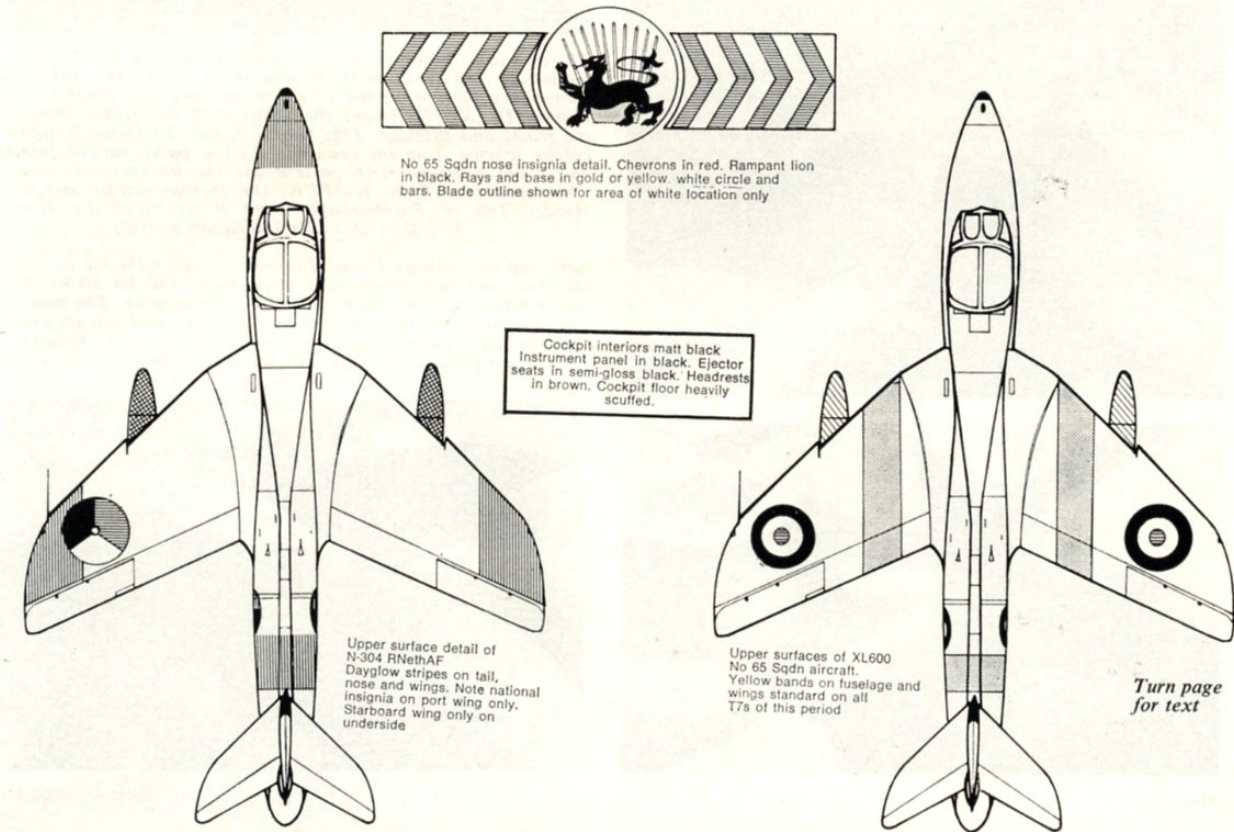
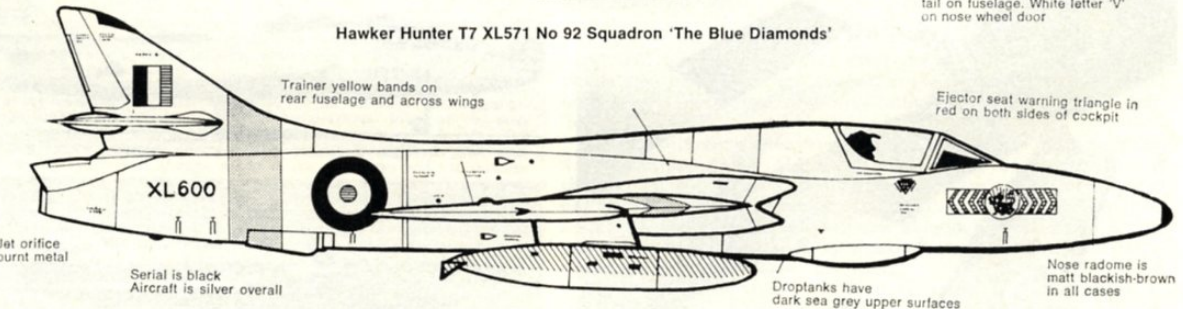
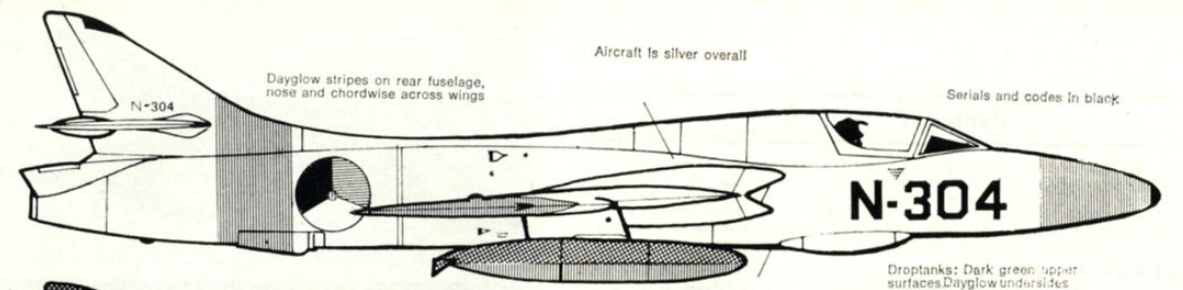
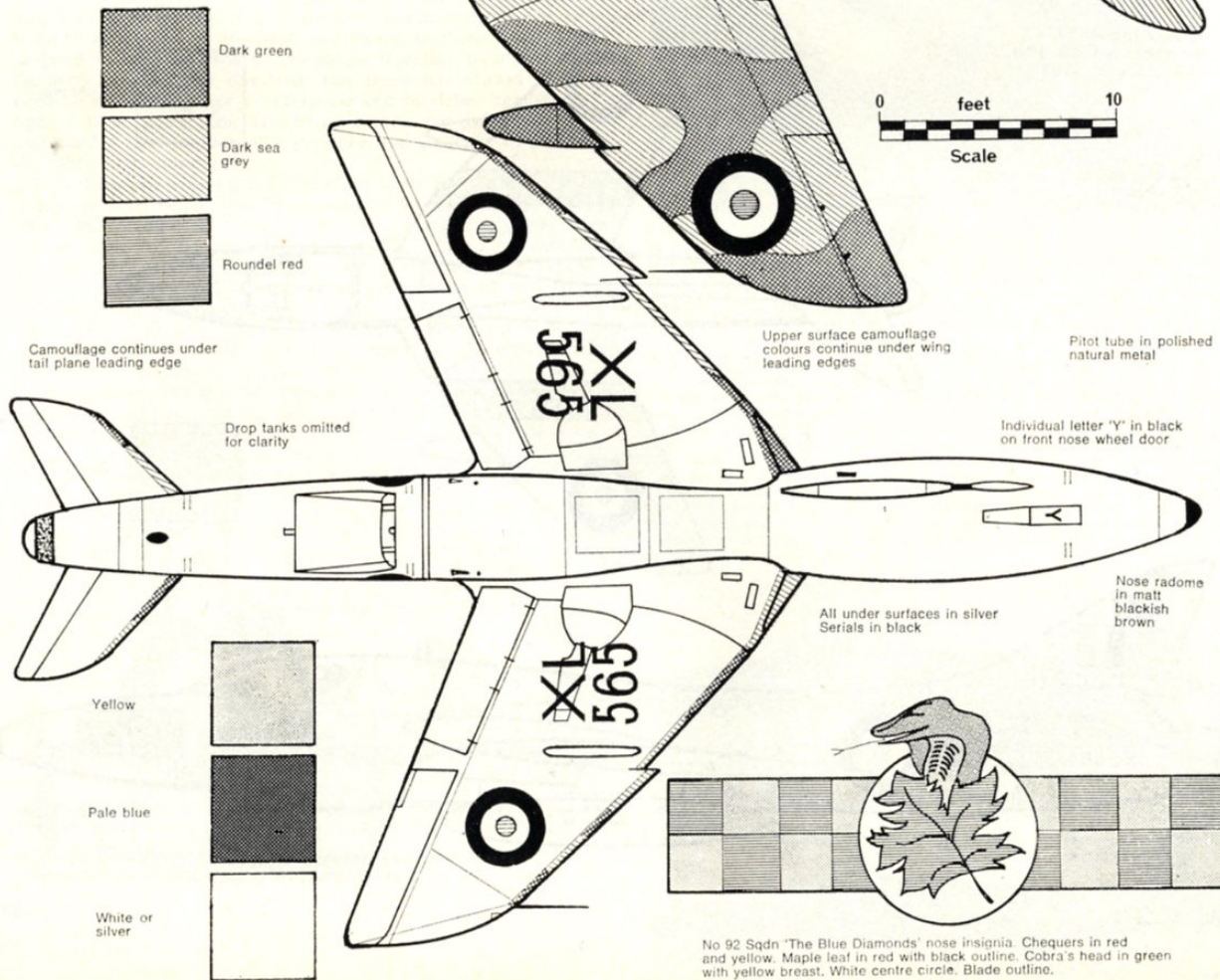
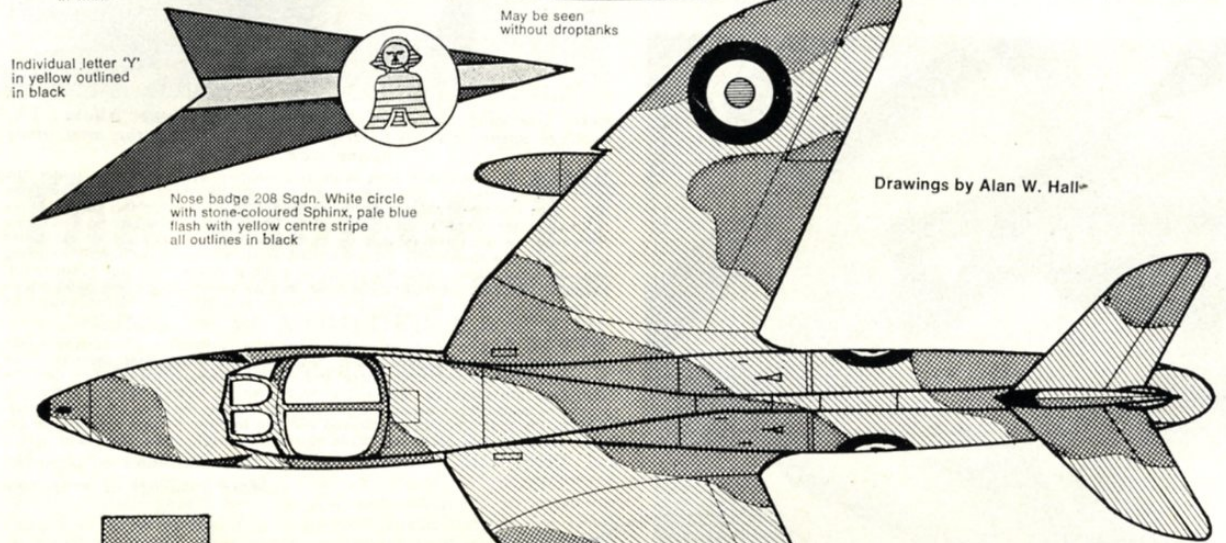
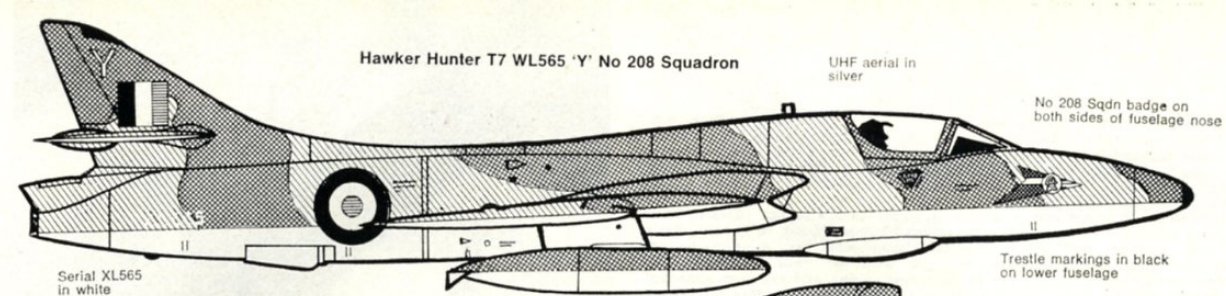
Text continues on page 386  
More drawings on next page

Hawker Hunter T7  
'99' XL564 No 229 OCU  
RAF Chivenor, 1968

Overall light aircraft grey colour scheme with Dayglow stripes on wings and patches on nose and rear fuselage. Note: this is not the present-day scheme adopted for the Hunter T7







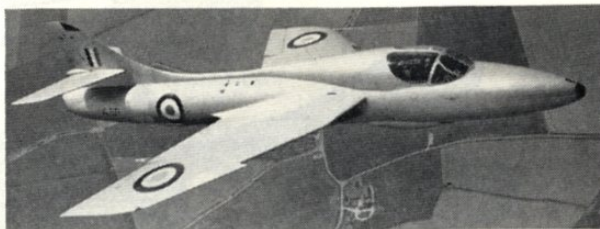
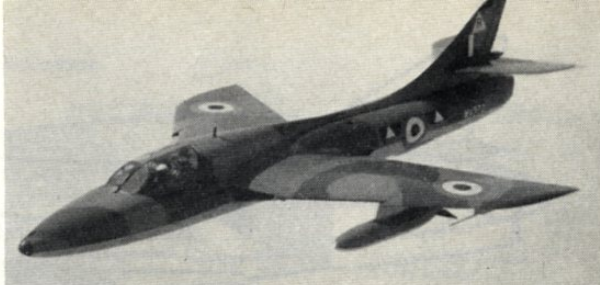
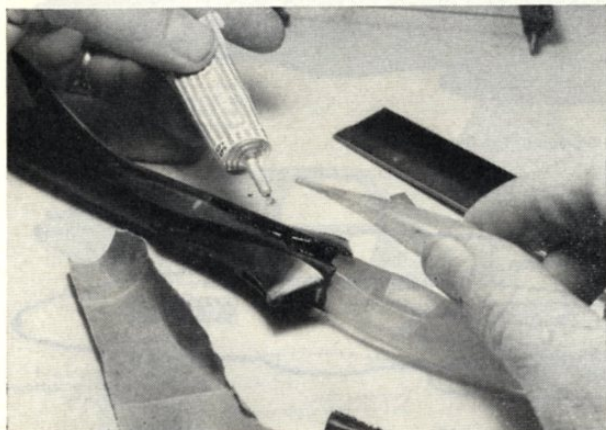


## Hunter T7—continued

the fuselage near the tail pipe is sanded so that the shape is curved upwards toward the tail. This will be seen when comparing the plan of the T7 with an F6. The former curves upwards much more and this shape must be added to be absolutely correct. I did the work using a coarse file followed by rubbing down with wet and dry paper making sure that any water used did not get on to the balsa of the new tail cone.

**STAGE 7** After the body putty has been smoothed into shape I gave these areas and most of all the tail cone a covering of talcum powder and clear dope filler one, to fill the wood grain and secondly to make sure that the body putty was as smooth as possible before painting. All parts of the fuselage were then given a final sanding before the rest of the kit was added.

**STAGE 8** The wings of the Airfix Hunter kit are basically wrong. They have a rather pronounced anhedral which does not appear on the real aircraft and therefore adjustments have to be made to overcome this deficiency. I always cut off the wing to fuselage locating stubs and then



Above, top to bottom: A No 2 Sqn Hunter T7 WV372, when in temporary service at RAE Farnborough. This view shows the camouflage pattern on top of the wings very well (MoD). Silver Hunter T7, XL571, shows the position of the yellow bands on the wings and fuselage. This Dutch Hunter T7 shows a different colour scheme from the drawings. Yellow bands on the fuselage and wings followed RAF pattern and the fin sports an orange, white and blue flash. G-APUX, the famous scarlet and white Hunter T66 at Farnborough when it was used by Hawker Siddeley's as a demonstration aircraft.

Left, top to bottom: Using Humbrol contact adhesive to cement the nose and new spine parts in position. The jet orifice is cut down with a saw to make room for a balsa plug. The new rear fuselage parts are given a coat of clear dope and talcum powder filler before final rubbing down with garnet paper. Below: To get the wings to fit properly the locating stubs are removed and the area of the joint filed.



The model before painting. Note the areas covered with filler and rubbed down thoroughly before painting can begin. Drop tanks were taken from the spares box as were the two ejection seats.

file a new flat surface on the area to be joined increasing the angle so that when fixed in position the anhedral is largely corrected. More often than not this leaves a gap under the wing where it joins with the fuselage and more body putty must be used to hide the join. A little on the wing upper surface can also help but this must be kept to small proportions as the shape will become distorted if too much is used and not sanded off properly. The tail planes can be stuck in position at this time.

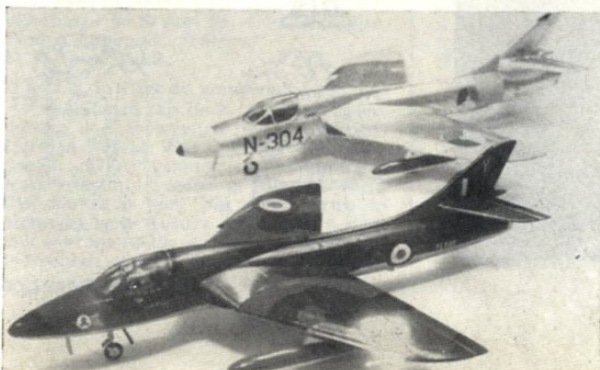
**STAGE 9** Final detailing can now start. For the cockpit one should at least add a pair of ejector seats. Only one comes with the Hunter kit and it will be necessary to delve into the spares box to find another. Otherwise one can be made from plastic card. Underwing tanks can be provided either by cutting down those in the kit which were only used for ferry purposes or by cannibalising some from the Airfix Harrier. The undercarriage should present no problem nor will the weighing down of the nose common to the normal practice in tricycle undercarriage aircraft. The polyester is a heavy material and no extra weight is required. The nose wheel fits exactly into a slot already made in the new nose and the remains of the main wheels fit into the slots provided in the basic kit. I find that the undercarriage doors provided in the kit are too thick and generally I rub these down or cut new ones from thin plastic card. Do not forget to use contact adhesive when sticking the nose wheel and its associated doors in position. Similarly the canopy will need contact adhesive to keep it in place. The underfuselage dive brake, port wing pitot head and either VHF or UHF aerials under and above the fuselage should be added.

**PAINTING AND MARKINGS** No special instructions are needed as regards painting. The camouflage pattern is shown in the plans and at this stage modellers will have to make their own squadron heraldry on the fuselage nose by hand painting. One simple Hunter T7 is that belonging to No 2 Squadron illustrated on the previous page as the marking here is black and white only and could be cut from decal sheet. Airconversions tells me that later they plan to include decal sheets with the conversion kits they produce. My own choice was to make up a Dutch Air Force Hunter as although this used silver paint I was able to get away with a simple set of markings I found in my spares box. Utilising the national insignia from the Frog Meteor F4 kit I found the 'N-304' codes on one of the Dri-dec rub-down decal sheets and the small numbers used on the fin from one of the full size Letraset sheets.

Reference apart from the drawings given with this article can be found in many places and as Hunter T7s are still flying in quantity it should be no real trouble to look through your notes or wait till next summer's air displays to make your own individual and truly representative model. If this is not a suitable solution Profile No 167 gives many colour drawings of both silver and camouflaged Hunters in RAF and foreign air force service.

There is no doubt that the use of polyester resins in making conversion parts or indeed full-scale models (which is the eventual aim of Airconversions) will create a minor revolution in specialist kit manufacture. The price of the kits is well within reason and above all the amount of difficulty in making the conversion very small. The Hunter kit did not call for complicated panel lines but the manufacturers tell me that there is no problem in adding these where necessary.

The completed model. Both Royal Netherlands Air Force and No 208 Sqn RAF aircraft are shown.



## Invader Colours—from page 379

### Soldiering On

The Royal Saudi, Peruvian, Brazilian, South Vietnamese and Turkish Air Forces were among the foreign customers for B-26s and France operated the type extensively during her abortive campaign in Indo-China during the early 'fifties. Invaders were to continue operating over SE Asia when, in 1962, On Mark Engineering modified the first B-26B as a COIN aircraft. Known as the B-26K Counter Invader, this 'beefed up' aircraft features eight nose and six wing guns and can carry up to 8,000 lb of underwing stores, plus 3,500 lb in the bomb bay, compared with 5,400 lb for a standard machine. Up-rated engines are installed with paddle-blade propellers.

Both B-26K and 'standard' A-26s serve in specialised roles with US-based units, which include the 4th SOS, 603rd SOS and the 14th TRS. Machines of the 609th SOS, based in Thailand, carry tail codes 'TA' and standard USAF camouflage. These third generation Invaders are turretless but carry nose guns and a variety of underwing loads. Their fuselages are covered with various types of aerial and antennae conversant with their specialised mission.

### Kit Details

Notwithstanding the heavy rivet detail, the Douglas Invader builds into one of the best models in the Airfix range. There are, however, a few points that need attention to achieve the right 'look'.

The most obvious concerns the arrangement of the nose guns, if the wartime 'Miss Mildred' of the 670th BS, 416th BG, is chosen. To the writer's knowledge, this later configuration did not appear on 9th AF machines, the correct armament being the earlier layout of six guns mounted diagonally, as shown in the accompanying drawings. Both types of attack nose appeared on machines flown in Korea, however.

All three undercarriage units have some struts moulded as solid 'V' shapes, which should be opened out or replaced with suitable rods. These struts are particularly noticeable in any head-on view of the aircraft. The engine nacelles also need attention at the front end. The quite pronounced lip should be removed, as there is very little curvature at the front of the Invader's cowlings, as any photograph will show. This operation must be tackled very carefully to ensure that the circular shape is retained.

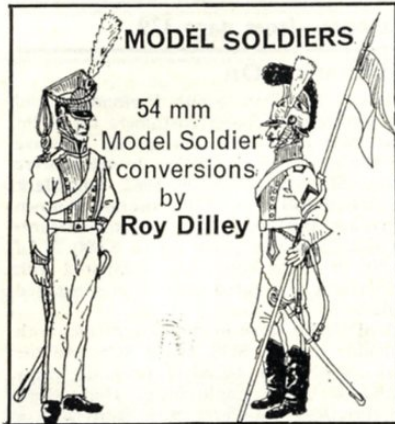
Unfortunately, some Invader kits suffer from dimpling on the turret guns and fuselage pins, which should be filled with body putty before assembling. The guns themselves can be given an authentic sheen by painting black and rubbing over with a soft, lead pencil. Engine parts can be treated in the same way.

The writer would be pleased to hear from any readers who have further information on the Invader series. Please contact him direct at 14 Pandora Court, South Bank, Surbiton, Surrey, KT6 6DJ.

### A-26 9th Air Force Codes

Bomb Group	Squadron	Code
386	552	RG
	553	AN
	554	RU
	555	YA
391	572	P2
	573	T6
	574	4L
	575	08
409	640	W5
	641	7G
	642	D6
	643	51
410	644	5D
	645	7X
	646	8U
	647	6Q
416	668	5H
	669	2A
	670	F6
	671	5C





**D**URING the latter part of the 19th century foreign service dress in the British Army gradually changed from the ceremonial type used at the start of the Crimean War to the workmanlike khaki ensemble in which Thomas Atkins fought the Boer War 1899-1902. However, since the majority of campaigns in which the British Army took part were fought in tropical or sub-tropical locations, foreign service dress became, in fact, a lightweight tropical uniform, complete with solar topee, and quite unsuitable for wear in the field in areas with a European type of climate.

In the event, Britain did not become involved in Continental European wars during the period between the Crimean War and the end of the century, but had she done so, her land-forces would have taken the field in Home Service dress, which was virtually full ceremonial dress, with a serge 'frock' taking the place of the full-dress tunic. This order of dress was worn by troops on field-days and manoeuvres in Britain and has been well depicted by military artists such as Orlando Norrie, Harry Payne, and Richard Simpkin, whose work is highly prized, and much sought after by enthusiasts and collectors. The red serge frock for line infantry was in effect a simplified version of the full-dress tunic, having collar and cuffs of regimental facing colour, but no white piping down

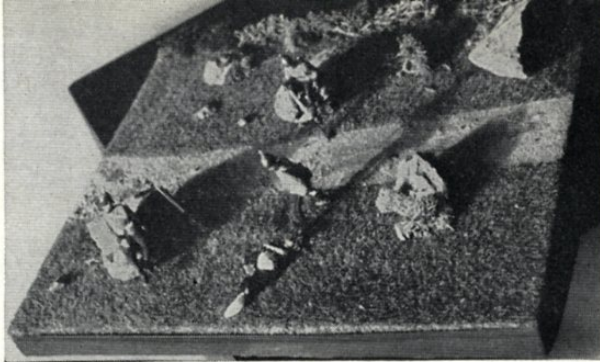
*This combination of simple figure conversions (Line Infantry) and a mini-diorama setting is ideal for beginners to model soldier collecting. The uniform is simple, devoid even of piping on the tunic. The pictures show the setting from various angles.*

the front or on the skirts.

With the exception of the frock, all other items of Home Service dress were the same as for full dress, and a soldier was required to operate in the field looking much the same as he would on the parade ground. Perhaps it is just as well that no European campaigning came the way of the British Army during this period, for the conspicuous nature of the red frock would have been a grave disadvantage when facing disciplined troops armed with modern weapons. Fortunately the lessons learnt in the Boer War were quickly applied and a khaki serge service dress was introduced for Home Service, and hence for European campaigning, in the early years of the 20th century. Indeed, at the outbreak of the Great War in 1914, of all clothing worn by the combatants on both sides, that of the British Army was the most suitable for field service.

However, before this desirable outfit made its appearance, the training areas of the British Isles witnessed the evolutions of infantrymen clad in traditional red and blue. No doubt those same soldiers had their own opinions as to the suitability of sweating about over heath and through gorse and bracken dressed up to the eyes in clothing that must have been awfully difficult to clean satisfactorily, but such excellent impressions of their activities have been left by the artists mentioned above, that the whole flavour of late Victorian military life is typified by their red-coated, spike-helmeted figures.

Only a few years ago it was possible to purchase quite cheaply excellent Britains' lead models of the line infantry of the 1880s and 1890s, but this is un-



fortunately no longer the case. Therefore the modeller who wants such figures in his collection must create them for himself, or convert them from pieces that are currently available. In fact it is possible to produce very acceptable soldiers of the period from the Almarks sets of hard plastic models that are obtainable in the UK, and in certain areas of the US. The figure conversions are relatively unexact, and the photographs accompanying this article are of items produced in their entirety by my twelve-year-old son Anthony. Basic figures required are from the Almark sets of American and Japanese infantry, together with metal heads from Rose Models, or, as Anthony has used, old Britains' heads from the spares box. As I've been modelling for very many years I've a good stock of these.

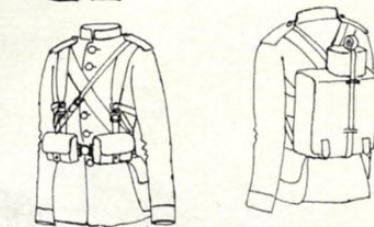
### Conversion I

This is for the drummer, and requires the Almark American infantryman advancing, plus a metal head. Trim off mould marks and cut away ammunition pouches and bandolier. Remove the head and drill out the neck to receive the metal head, before cutting off the tunic pockets,

*Continued on page 391*



**Left:** Home Service Dress of 1880-1900, a serge frock (or tunic) and blue trousers. Note cuffs and collar in regimental facing colour. Black leather gaiters were worn on service. Universal Pattern helmet was worn by Line Infantry regiments; other infantry, eg, Guards, Fusiliers, wore their own distinctive headgear. **Below:** Detail of serge frock and the Valise Equipment. This was replaced by Slade-Wallace equipment, but continued in use for a good part of the 1880-1900 period.



AIRFIX magazine

### New Books—from page 365

the railways of other lands are, understandably but regrettably, few and far between. We've never come across any book before which dealt with South African locomotives in depth, but this one does it admirably. In the usual style of the David & Charles 'Locomotive Studies', it is packed with pictures and drawings and has a very well-written, easy-to-read text. Most South African locomotives were imported from Britain, France, Germany, or USA, so they display a lot of characteristics common to their land of origin. Recognising features familiar elsewhere adds greatly to the interest of this absorbing book.

### MILITARY

**Stahlhelm.**

Floyd R. Tubbs.

Available in the UK from  
A. A. Johnston, Pitney, Langport,  
Somerset.  
£2.50.

**A**T first sight, this 104 page paperback seems expensive. However, if your interest lies in the soldiers of modern times, it may well be worth it. A very comprehensive treatment of the evolution of the German steel helmet from 1915 to the present day is given with cutaway drawings, photographs and sketches, all of a high quality. We particularly noted the data on Reichswehr (1919-1933) helmet shields, and the numerous helmets worn by police and fire services. If you are a collector of militaria or a modeller of the twentieth-century German soldier, this book is for you.

**German 88 mm Anti-Aircraft Gun.**

Military Arms Research Service, PO Box 941, San Jose, Calif 95108, USA, and available in Britain from A. A. Johnston, Pitney, Langport, Somerset.  
\$4.95.

**A** FACSIMILE reprint of TM E9-369A, this old American 1943 vintage manual covers the famous '88' down to the last nut and bolt—with its ancillary equipment for good measure. About the only omission is any actual identification of the model (Flak 36) or its variants; in those days they were content to call it a 'German 88 mm AA Gun'! This well-printed book is virtually the last word on the subject for the military enthusiast.

**Fakes and Frauds of the Third Reich (second edition).**

F. von Mollendorf.

Die Wehrmacht Publishing Co, USA, distributed in Britain by A. A. Johnston, Pitney, Langport, Somerset.  
£1.35 (post paid).

**B**ACK in 1969 we commended the first edition of this book as a most entertaining and informative guide to bogus German World War 2 relics which are passed off as genuine to the militaria market, mainly it seems in America where the market is very big. Some firms in Germany and Austria still make badges and buttons to the original patterns, and individuals convert daggers and uniform

items to pass off as 'genuine'. The original book caused some consternation in the collectors' market and this second edition records reaction and adds more bogus items which came to light as a result of the original book. Strictly speaking this is a supplement, not a second edition, as it does not contain the original material at all, just extra items. It also names the sources of many fake items. For its price the book is thin, but it makes most interesting reading.

### AVIATION

**Aircraft of the RAAF.**

G. Pentland and Peter Malone.

Kookaburra Technical Publications, Melbourne, Australia, and distributed in UK and Europe by Almark Publishing Co Ltd, 270 Burlington Road, New Malden, Surrey.  
£3.25.

**T**HIS is a lavishly produced large format book, rather reminiscent of Harleyford books in size. It is something of a 'special', being produced to commemorate the 50th anniversary of the RAAF last year. There are twenty colour pages, some showing 'Profile' style colour art and some with colour pictures, the latter mainly covering the years since 1950. Aside from the historical text, the big feature of this book is its fine collection of rare pictures, well over 300 of them. All aircraft which have seen RAAF service are covered, with lengthy informative captions. The enthusiast seeking unusual markings for well-known types will find this book very interesting from the pictorial point of view; almost every illustration is new to British eyes. Most of the pictures are reproduced really large.

**Famous Fighter Squadrons of the RAF, Volume 1.**

James J. Halley.

Hylton Lacey Publishers Ltd, Coburg House, Sheet Street, Windsor, Berks.  
£2.50.

**A** NEW title in the well-known 'Men and Machines' series, this nicely produced volume follows the usual 'landscape' format of the series but this time gives histories of a group of RAF squadrons, No 1, 23, 29, 54, and III respectively. There is a fine selection of photographs spanning the years from 1918 to the present, and ten pages of colour art show squadron badges, squadron colours, and a selection of colour drawings of squadron aircraft, a double-page spread to each squadron. The colour reproduction is excellent, very much superior to some of the earlier books in the series. Modellers will find many ideas for colour schemes in this book, and in most cases it would be possible to make in model form all the aircraft shown in colour. Highly commended, this is an excellent volume for the air enthusiast.

**The World's Bombers.**

H. F. King.

Bodley Head, 9 Bow Street, London WC2.  
£1.40.

**F**OURTH in a series of books covering different types of aircraft, this volume is intended for youngsters and up-and-



*Tamiya 1:35 scale models of two of the most famous German military vehicles of World War 2. Top: The Sd Kfz 7 half-track with full seated crew. Above: BMW motor-cycle combination and troops.*

coming enthusiasts rather than for air enthusiasts of long standing. Viewed in this light the book does its job admirably and is well printed and well produced. It packs in a lot of facts and will make an ideal gift for an air-minded boy—it should also find its way into a lot of junior libraries.

**British Military Aircraft Serials, 1911-1971**

Bruce Robertson.

Ian Allan Ltd, Terminal House, Shepperton, Middlesex.  
£2.75.

**A**N essential reference book for all aircraft modellers, this is the fourth edition of Bruce Robertson's splendidly compiled work. It enables any British service aircraft to be identified from its serial and the book is very much more than just a bald list of numbers as there are extensive notes and introductions to each section. There is a good selection of pictures and this new edition is, of course, fully up-to-date through to 'XW' series allocations.

**Pilot's and Flight Engineer's Notes.**

Available from Book Shelf, Dept J, Back West Crescent, St Anne's-on-Sea, Lancashire.  
75p.

**G**ENUINE facsimile reproductions of various documents have become available in recent years. The latest to appear are Pilot's Notes, the most extensive series of which is currently available from the above address. These booklets were written and illustrated to enable a pilot confronted with a new type of aeroplane enough basic information to allow him to fly it and bring it back in one piece. They include interesting material on handling the aircraft, its idiosyncracies, some data on performance and excellent illustrations of cockpit layout very useful to the model maker. Some of

*Continued on page 404*

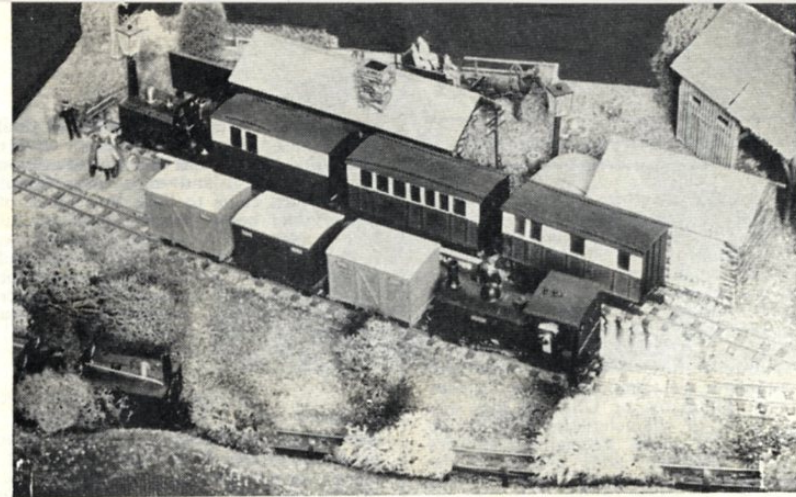


# Basic layout planning

BY MICHAEL ANDRESS

IN my previous article on the subject of layout planning (February issue) I suggested a scheme for an enthusiast who wanted to build a scenic layout in TT scale and had a relatively large space at his disposal. Many modellers, however, have nowhere to keep or run a layout unless it is sufficiently compact to fit on top of bookshelves, or in on a coffee table, or is small enough to store in a cupboard or under a bed. In addition, there is much to be said for the beginner starting with a small layout even if he has plenty of space to spare. One advantage is the low financial outlay required, another is that the model can be brought to a high standard in a reasonable time; if the only possible place for a layout is in the lounge, a well-finished appearance will make its presence much more acceptable to the household authorities! You may prefer to have a minimum space layout you can work on and operate in the lounge rather than build a larger layout in the loft, cellar or a garden shed; the space disadvantage may be balanced by the greater warmth, comfort, and sociability which results! Small layouts are much more portable; an important consideration if you may have to move or if you may want to show your railway at exhibitions.

Having made some general comments I now want to move on and consider some examples of small layouts of various types. First of all the situation where the space available is too narrow for a loop or oval; perhaps you are planning to use the top of bookshelves or low cupboards. The small branch line terminus is a popular model and one which can be fitted to this sort of site. Fiddle sidings, either as part of the layout or on a separate board which can be fitted to the basic layout for operating sessions, will allow you to run trains into and from the terminus; timetable operation is possible on a



Layout Plan 3 is based on this terminus on the Ambledown Railway built by Les Andrews. This photograph shows how interesting and attractive even a very small and simple terminus can be if well modelled. The locomotive in the foreground is a modified Airfix Pug kit mounted on a Minitrains chassis. Full details will be given for this conversion in an article to appear soon in Airfix Magazine. The vans are Playcraft/Eggerbahn models, the coaches are scratch-built as are most of the structures. The lamp-posts have working lights. Note the numerous small details: girl skipping, dog, horse-drawn carriage, milk churns on platform, and the effective bushes and trees.

limited scale. If you are fortunate enough to have more space become available later, the line can be extended by adding new sections between the terminus and the fiddle yard. For instance, you might be able to insert a board similar to the first section and featuring a station and goods yard. As each new piece is added the layout is 'complete' in the sense that operation can take place. In this way you can get trains running early on in construction and keep them running while you are building up the line. This maintains the interest as either construction or operation can take place depending on your mood.

Basically the small terminus scheme consists of a run around loop with one or more sidings; the small station may have only one or two sidings, larger termini may have more than one run around loop and a variety of sidings serving, for example, goods shed, coal merchant, engine shed and engine coaling facilities, a small factory, dairy, or dock, etc. Layout 1 is a good example of the small terminus. This layout was built some years ago in TT scale by Chris Ellis. He used a 5 foot by 1 foot board and the track plan below is shown for this area and scale; however, the model was reasonably spacious in TT and with a little compression could be modelled in about the same area in HO or OO scale, though it would, of course, be better in a larger space. In N gauge, of course, a much bigger terminus could fit the same area. Note how the fiddle sidings have

been hidden by a hill and the space in front has been used for a quarry, thus adding both operating and scenic interest to the model. Thus, although this is a minimum space layout there are facilities for passenger traffic, a goods shed, a coal siding and a quarry siding, enough for a considerable number of engine and train movements. A timber yard or dairy could be built instead of a quarry. This layout was simply placed on the table for operating sessions and when not in use was stood on its end in a cupboard. When operating, the control unit was plugged in and stood on the table alongside the baseboard. A few lengths of sectional track were added to the fiddle yard sidings when space allowed.

An interesting and effective way to save space without reducing the operating scope is to replace one end of the run around loop by a small turntable. Some prototype narrow gauge railways used this arrangement. Layout 2 is a small terminus for 009 which uses this device. Most locomotives in this scale and gauge are small and the turntable does not need to be large. Although none are available commercially, a simple model is easily made and Norman Simmons gave full instructions for building a 3½ inch long turntable for 009 in the December 1968 issue of *Airfix Magazine*. Note that in about the same space that would be needed for the run around loop end we have not only provided a means for transferring an engine from one track to the other to run around its train but also to turn the locomotives as necessary; in addition, this arrangement allows access to a small engine shed which can be positioned facing to the front of the layout (probably the most interesting face of the shed is its front). We will also have room for two or three short tracks radiating from the turntable on which we can display interesting, but seldom used, items such as a crane, a snow-

plough, a weed-killer unit, or an inspection vehicle. It is also a good place for a locomotive that has been scrapped or is awaiting repairs (if one of your engines doesn't run well, here is the place for it!). In other respects this layout is similar to Layout 1, though the actual placing of tracks is a little different.

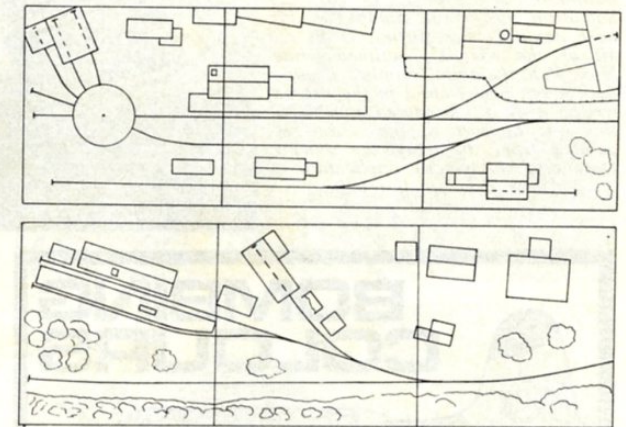
Even more space can be saved by dispensing altogether with the run around arrangement. To do this you will need to provide another engine to take the train out again or to break it up and shunt the wagons on to sidings (unless there are trailing sidings) and the first locomotive is trapped until the train has been removed. However, this is often no problem as many model railways are well provided with engines whereas space, or rather lack of it, is often a difficulty. With this arrangement you need an isolated length near the buffers to hold the first locomotive dead while the second takes the train away. Layout 3 is based on the terminus on the 009 Ambledown Railway built by Les Andrews. The accompanying photograph shows that the model is interesting and attractive though the area occupied is small and the track plan a very simple one. Of course, the excellent scenic work does a great deal to make the little terminus appear larger

Layout 2  
3 ft. x 1 ft.

Narrow Gauge  
009

Layout 3  
3 ft. x 1 ft.

Narrow Gauge  
009



than it is. This plan is for 009 but the same type of arrangement can, of course, be used in other scales and gauges. On the Ambledown Railway the line from the terminus meanders through the countryside, over two small bridges, through a small station with a single siding, and passes into a tunnel to the concealed fiddle yard.

These three small termini are fairly typical of the many designs that have

been drawn up over the years and they can, of course, be modified, rearranged, or expanded to suit your particular requirements. Such a scheme is one solution for the site which is too narrow for a loop or oval; however, it is not the only answer and in the next part of this series I want to consider some other track plans which will also fit and will provide interesting operation in a small area.

## Model Soldiers—from page 388

and shaping the neck to a high 'stand up' collar. Now fit the metal head, using a quick-setting epoxy adhesive, 'Devcon' or similar, adjusting it to the required attitude. Choose suitable arms and cement them in place, as if about to pick up the sticks. Fit Slade-Wallace or Valise equipment (less pouches), having trimmed the water-bottle and haversack to correct shape. Make a valise and mess-tin from scrap pieces and cement them to the figure, cleaning up all joints when thoroughly dry and set. Fix the model to a temporary base and undercoat ready for painting.

### Conversion 2

This is for the nonchalant figure seated, and requires the seated wounded Jap and any spare American, plus the metal head. Clean up the Japanese figure, removing the head, and trimming off the tunic pockets. Shape the neck to a standing collar and drill out, then carve the haversack on the right hip to make a water bottle. Cut off the legs at the knee, and

replace with the lower legs of the American figure with gaiters. The legs can be adjusted to a suitable position before the cement sets firm. Now fit the metal head and, when it has set, attach the equipment as in Conversion 1. Smooth down all joints and fix to a base ready for painting. A haversack for the left hip can be built up with plastic putty before the painting stage, or merely indicated by white paint.

### Conversion 3

This is for the other seated figure, and is made from the Almark American driver. Having completed the usual cleaning up process, remove the head, trim the tunic to represent the frock, and drill out the neck. Make pouches from scrap plastic, and cement them in place, or build them up with putty. Carry out a similar operation for the haversack and water bottle before fitting the metal head. Choose suitable arms and cement them to the figure, then affix the necessary equipment as above. A Martini-Henry, or

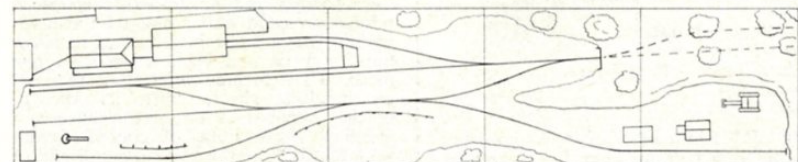
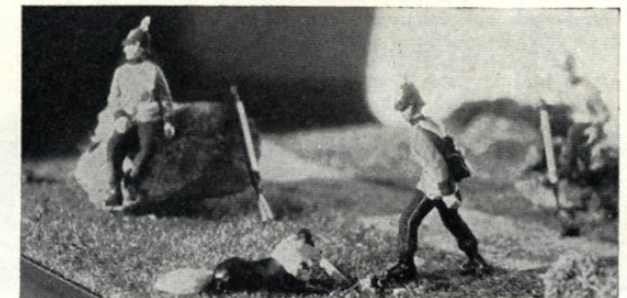
Lee-Metford rifle is next epoxyed into the left hand, and the figure is ready for painting.

When painting has been completed, set the figures out in a small diorama representing a moorland area, with rocks and lichen scrub. A second rifle should be attached to the boulder on which Conversion 2 is sitting. Finally, fix a dog in a suitable position guarding the stick which the drummer is about to pick up. Britains' current range includes several good dog models, and the rifles can either be converted from kit items, or purchased as metal castings from Greenwood and Ball, 2 Imperial Drive, Pinner, Middlesex. Alternatives to the metal heads mentioned above would be the plastic heads from Britains' Line Infantry figures in the discontinued 'Eyes Right' set of a few years ago. Careful work will result in a most attractive little scene, and it can be embarked upon by even the most inexperienced newcomer to the hobby. The serge 'frock' is simple to paint—no piping being needed.

### Colouring Details

**Helmet:** Blue with brass badge and fittings.  
**Frock:** Red with collar and cuffs of regimental facing colour.  
**Trousers:** Blue with narrow red stripe down side seams.

**Boots and gaiters:** Black.  
**Valise:** Black.  
**Pouches, straps and haversack:** White.  
**Water-bottle:** Wood with white straps.

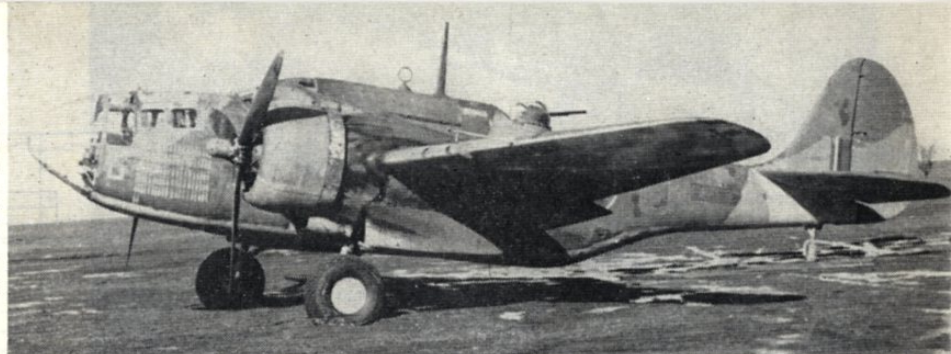


Layout 1  
5 ft. x 1 ft.

TT gauge



Baltimore IV FA463 'U' of 223 Squadron wears 102 bombs on her nose denoting her sorties. U in red aft of the roundel, outlined white. Note that the serial number is on a dark green background in the characteristic style of repainted machines; this one appears to have been repainted from the temperate scheme. Note also the patchy application of primer over small repairs.



## Part 34: Finale in the Middle East

THROUGHOUT October 1942, softening up of enemy forces in the Western Desert continued, without revealing details of the coming offensive. Meanwhile, the Eighth Army gathered strength to push routes through the enemy minefields, thus allowing armour to advance and engage enemy formations to the rear of these minefields.

At 2150 hours on October 23 a thousand guns engaged selected targets in the enemy positions, ten minutes later switching to a creeping barrage followed by infantry. Overhead 60 Wellingtons of Nos 37, 40, 70, 104, 108 and 148 Squadrons laid their bombs by the light of flares dropped by Albacores of 821 Sqn, FAA, on to dazed enemy positions.

By first light on the following morning the infantry had overcome many centres of resistance and the sappers had cleared some paths through the minefields which were now choked with advancing tanks and guns.

At full daylight the standard bombing force went into action. Usually this comprised 18 Baltimores or Bostons, with elements of the USAAF B-25 force, led by six Kittyhawks with bombs and six without, twelve more Kittyhawks providing top cover to the rear of the bombing formation. During October 24 alone, Nos 3 and 232 Wings, with B-25s of 82nd Squadron, managed 254 sorties, the Baltimores of 55 Sqn, including AH144:C, AG846:P and AG914:W, unloading 250 lb bombs. Standard colouring for these aircraft was Dark Earth/Mid Stone/Azure Blue with red code letters. Repeatedly the day bombers, including SAAF Bostons, hammered the enemy and at nightfall the Wellingtons and Albacores took over.

Allied tanks swept forward on the night of 24/25th and next day light bombers made seven attacks on concentrating enemy armour. After blow and counter blow there appeared to be stalemate. To a greater extent than elsewhere the Desert War was one of supply and attrition and off the coast Wellingtons, Beauforts and Baltimores saw to it that no tanker would bring fuel to

Rommel. Then a gap was punched in the Italian sector and anti-tank guns holding the Allied forces were mercilessly assaulted. By mid-day on November 3 enemy transport was streaming west along the coast road to Fuka; against these vehicles the day bombers, then the Wellingtons, went into action, although acting against scattered targets did not suit the Baltimore formations so well. Once the anti-tank screen was swept away all seemed set for a resounding victory. Then, on November 6, a mighty deluge descended upon the desert, transforming it into a sea of mud. Allied armour ground to a halt and Rommel's forces escaped to re-group. The battle of El Alamein was over. The enemy had nonetheless lost the initiative although progress was slow and it was not until January 23, 1943, that the Eighth Army entered Tripoli.

Meanwhile, a new offensive of a very different nature had been launched. Invasion of the European mainland was clearly impossible in 1942, the necessary forces not being available. It was decided in July 1942 that it would be preferable to ensure victory in North Africa, then mount an attack on the soft underbelly of Hitler's Europe. Accordingly it was decided to support the desert fighting with an invasion of French North Africa. It was hoped that the French would be reasonably co-operative.

On October 22, the first troop convoy sailed from the Clyde, and a great build-up of fighter aircraft to support the invasion was started at Gibraltar. Ground crews for a tactical bombing force operating Blenheim Vs then sailed on the *Arundel Castle*, whilst in Britain Nos 13, 18, 114 and 614 Squadrons flying Blenheim Vs (known also as Blenheim VDs and Bisleys) prepared for overseas. These were short-range aircraft, and it was planned to operate them as close support bombers from captured bases.

In its original form the Blenheim V had a four-gun ground attack nose. AD657, the prototype, flew on February 24, 1941. When I first saw it on May 15 at Duxford it had a most unusual finish, a dark shade of grey and greyish-green upper surfaces with dark grey under surfaces. It ended its days in a flying accident at the Gunnery Research Unit in July 1942.

Before it had flown, its specification was revised to include a 'high-altitude' role. A new interchangeable nose section was designed with offset bombing station and a trough which served as a navigation post, and this mounted twin guns for rear defence. AD661, the second prototype, was the first 'high-altitude' machine which initially had a Dark Green/Dark Earth/Sky finish. After trials it served as a trainer at 12 (Pilot) Advanced Flying Unit where it crashed in November 1944.

Production deliveries of aircraft powered by Mercury XV's began in September 1941 and a month later deliveries were made to Egypt and India, but operations were some way off. Delivery of 'BA' serialised aircraft began in January 1942, and many of these went to home-based units like Nos 51, 54, 60 and 132 OTUs and the large Blenheim training school, 12 (P) AFU, where the

first pre-production aircraft DJ702 was used. The second, DJ707, flew at the Rootes works on research schemes and became 3289M in July 1942. As mentioned in Part 29 of 'Bombing Colours', Blenheim Vs could be seen over Britain in 1942 sporting a variety of finishes. Those destined for North Africa, however, acquired Dark Earth/Mid-Stone/Azure Blue finish at MUs or at the factory and on squadrons. They had black serials and Dull Red code letters. Unit codes seem never to have been applied.

By early November the assault landing force was in the Mediterranean and on the 8th landings were made at Algiers. Airfields at Maison Blanche and Blida were quickly seized and the French were soon placated. Oran fell after some fighting, and on the west coast an American force seized Casablanca. German reaction was fast and effective, reinforcements quickly entering Tunisia. The Allies took some large strides, capturing Bone on 12th. By November 28 they were 16 miles from Tunis, but major snags had occurred. Forward troops now lacked good air cover, airfields being few and mud plentiful. The Luftwaffe, operating from established bases in Tunisia and Sicily, waged a very effective campaign and its skill spelt disaster for the Blenheim V squadrons.

The best known of these was surely No 18, whose 18 aircraft left Portreath for Blida on November 11. Only 11 completed the journey successfully, including BA794:C, BA725:P and BA781:F. The squadron straightway went into action bombing El Aoina airfield, and made raids against Bizerta and Sidi Ahmed. Such flights were long, difficult and risky by day, so on 30th they moved east to Canrobert where the Blenheim squadrons soon formed 326 Wing. One of these was 114 Squadron which arrived in Africa on November 14 and made its first sorties, by night, on November 16/17, using BA754 and BA727. BA751:Z was in use in December.

The change to night operations was forced upon the Blenheims because they were suffering heavy losses, none of which was more serious than that of December 4. Using its own aircraft, and some borrowed from 13 and 614 Squadrons, No 18 Squadron attacked the landing ground at Chouigui that day then landed to refuel at Souk-el-Arba, for Canrobert was 180 miles from Tunis. Ten again took off, but BA825:J of 614 Sqn crashed, and the remaining nine set off, led by Wing Commander H. G. Malcolm in BA875:W. The Blenheims ran in at 1,000 ft and immediately a swarm of Bf 109s dived upon them. Unescorted they jettisoned their bombs and had to flee, but five were soon a smoking mess. Eventually, like BA820:Q, BA796:D of 13 Sqn and BA800:D of 614 Sqn, they were all shot down. As a mark of tribute to the courage of all who took part, the formation leader was awarded a bravely won Victoria Cross and gave his name to the RAF's Malcolm Clubs.

There was considerable borrowing of aircraft at Canrobert and on December 27, No 18 Squadron was operating again, making night raids by moonlight, particularly on the roads to Sfax and Tunis. The inadequacy of the Blenheim hastened its replacement by the Boston III, although this aircraft was in short supply and not until 2 Group gave up its Mk IIIs as the supply of IIAs permitted did the situation improve. By then it was April. Some American aircraft were acquired and, like 233223:H and 33206:U, retained their US fin serials and American camouflage, which consisted of a tan shade and neutral grey. The colours worn by all the aircraft in the theatre weathered considerably and fast, soon bearing little resemblance to original hues.

There were so few Bostons that the Tactical Bombing Force

Wellington II 28515:B possibly of 104 Sqn, seen in North Africa, 1942. Note the serrated edge to the night camouflage, red letter and serial set above the tailplane. No 104 Sqn is believed to have carried the code 'EP' for some time in the Middle East. Note the absence of the side triangular window in the aircraft (Photo by R. Staton).



**Top:** This photograph of a Baltimore—probably a Mk IIIA or IV—shows the usual camouflage pattern of Dark Earth and Middle Stone. The colours are a reversal of that depicted on the photograph of the 55 Sqn aircraft shown overleaf. The effectiveness of the camouflage in breaking up the outline of the aircraft is apparent here. Note once again the worn and patched finish. **Above:** Another view of the prototype Blenheim V (HA). (All pictures by Imperial War Museum unless otherwise credited.)

(326 Wing) reverted for a time to Blenheims, making advanced moves with them to Oulmene and Souk-el-Khamis (alias 'King's Cross').

It was the end of March when the Bostons became available in large numbers and on April 21, Nos 18 and 114 Squadrons flew their first fighter-escorted raid on troops near Medjez-el-Bab. These aircraft, which had been tropicalised in Britain, wore Dark Earth/Mid-Stone/Azure finish with red codes, AL747:F and AL738:G belonging to 18 Sqn and AL676:L and W8329:P to 114 Sqn.

The bomber force in North West Africa was strengthened in December by the arrival of Nos 142 and 150 Wellington squadrons at Blida. No 142 brought DF693, DF551:E and HF670 unit codes QT. No 150's machines included HF671:JN-M and HZ191:JN-J. These aircraft had Dark Earth camouflage with Dark Green replaced by Middle Stone. Their Night shades and under surfaces were retained, also red codes and serials. They bombed targets at Bizerta and used their range to reach Sicily and Sardinia. Soon their targets were overlapping those of 205 Group in Egypt, whose operations became rather limited as the battle moved away from Egypt and the need to capture intact ports and airfields increased. Its Wellingtons currently included LF-P:HE132 of 37 Sqn. The day bomber force also met similar limitations. On February 18 the entire air force in the Middle East became part of the Mediterranean Air Command.

There were some Wellington IIs in use at this time and they included W5555:D and Z8331:U of 148 Sqn. Another type in the Dark Earth/Mid-Stone/Black finish was the Halifax II. Nos 10 and 76 Sqn had detachments in Egypt in 1942 which on September 7 were put together to form 462 Sqn. Its aircraft, believed to have only individual letters, included W1156:Y, in use December 1942, and W7848:Y, in use February 1943.

A tough fight had been put up by the Germans on both fronts, indeed they mounted a hefty counter-attack on the Americans at Faid on February 14. Meanwhile, the Eighth Army was hammering the Mareth line with the heavies making night raids on its rear. After one last throw, Rommel retreated and on March 20/21, Montgomery's forces made an all-out attack supported by the Desert Air Force. Gradually the distance between the two fronts dwindled until the final capitulation on May 13. The great desert fight had been won, and with it the most useful lessons in the use of air power for the support of ground forces.

Continued on next page

AD661, the first Blenheim V (HA) prototype. Note the curious off-set nose, trough to the right side and belly racks for 40 lb bombs. This aircraft had a Dark Green/Dark Earth/Sky finish.

AIRFIX magazine



## Bombing Colours—continued

As soon as the desert war was over, eyes turned to an obvious stepping stone, Sicily. First the island of Pantelleria was invaded, the bomber force giving support. The invasion of Sicily was then set for July 10. At this time the Tactical Bombing Force, still using aircraft in desert camouflage, comprised Nos 55 and 223 Baltimore squadrons, 18 and 114 Boston III/IIIA squadrons and three SAAF squadrons. Both 13 and 614 Squadrons were now with the Coastal Air Force. For night operations there were nine Wellington squadrons, Nos 37, 40, 70, 104, 142, 150, 420, 424 and 425, the last three having arrived from Britain during May. Wellington Xs, 142's including HF795:A, HE593:G and HE679:Z, 424's A-HE513, E-HZ371, N-HE540 and 425's KW-A: HE930 and KW-Q: HE592. All wore Dark Earth-Middle Stone camouflage with red codes and serials on their black sides and under surfaces.

Baltimore squadrons supplied with crews from 72 and 75 OTUs (the latter aircraft including AH111, '154 and '169) were now using Mk III, IIIA and IV. The IIAs began to arrive in the theatre during November 1942, the Mk IV from March 1943. This featured a two-gun Martin dorsal turret. Between August and December 1943, Mk Vs with further armament modifications arrived. Serial batches and associated American variant/serial number tie-ups for the Lend-Lease Baltimores were as follows:

Mark	U.S. variant	British serials	U.S. serials
IIIA	A-30-MA	FA100-380	41-27682-27962
IV	A-30A-1-MA	FA381-490	41-27963-28081
	A-30A-5 MA	FA491-674	41-28082-28256
V	A-30A-5-MA	FW281-880	42-8438-9037

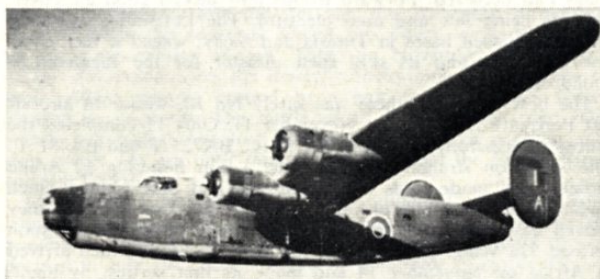
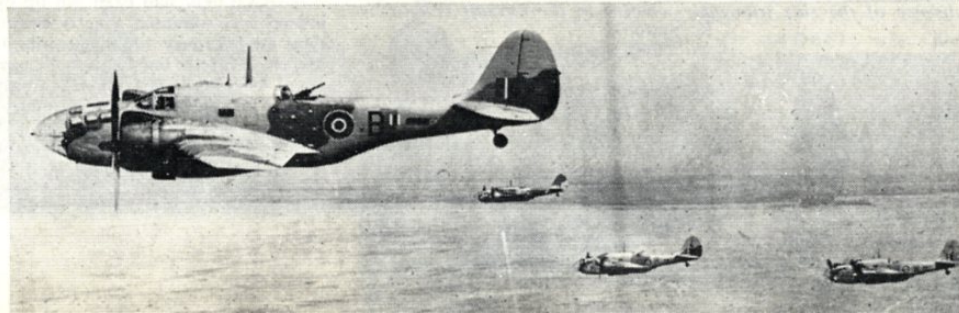
The Mk Vs comprised the following sub types, RAF serials running consecutively against the USAAF serials:

A-30A-10-MA	43-8438-8562
A-30A-15-MA	8563-8662
A-30A-20-MA	8663-8762
A-30A-25-MA	8763-8862
A-30A-30-MA	8863-9037

Early July night attacks were delivered against ports such as Naples and Bari, and the rail network, that could be used to bring supplies to Sicily. An intensive series of day and night raids then followed on Sicilian airfields from which German fighters operated. On the night of July 9/10, 83 Wellington Xs of 205 Group delivered various diversion attacks and Bostons bombed and dropped dummy paratroops to divert enemy attention while a large airborne invasion of Sicily was mounted. Next day the tactical bomber force went into action and throughout July and August, as the Army fought bravely and tenaciously, Baltimores and Bostons waged an intense campaign. During July, 205 Group's Wellingtons attacked Sicilian airfields by night and also frequently hit at communications and rail targets in Italy, preventing supplies from being brought forward. Army progress was rather slow but it finally led to an onslaught on Messina, from around where many Germans sailed for the mainland. Throughout this phase fighter-bombers played a very large part, supplanting much of the possible effort mediums might have been called upon to deliver.

To dissuade the Axis powers from denuding north Italy of its defences, and help persuade the wavering Italians to accept surrender rather than have their country destroyed by the Allies, Bomber Command was called in. It made massive raids on Milan, Turin and Genoa. On August 12/13, Flt Sgt A. L. Aaron, DFM, was piloting Stirling EF452-HA: O of 218 Squadron. It was intercepted by a night-fighter, and suffered serious damage to its fuselage and wings. Aaron endured horrific wounds and soon his place at the controls had to be taken by the bomb aimer.

Early Baltimores in use with 55 Squadron. Red individual letters. Note the reversal of the camouflage pattern on the far aircraft. The serial is again seen against a dark green patch where the original aircraft colour was overpainted in Middle Stone.

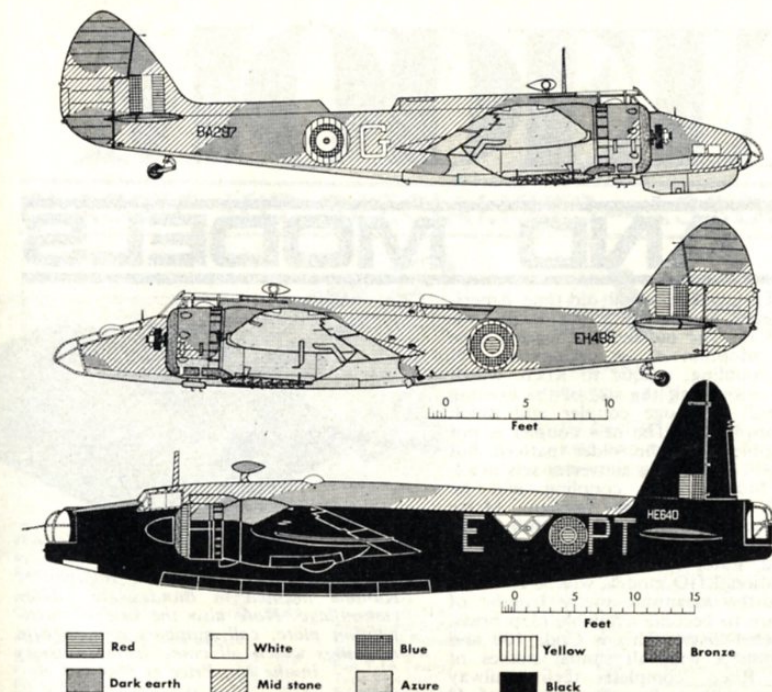


**Top:** A Boston V BZ580 of the type used operationally only in the Middle East. **Centre:** A view of a Blenheim V in Free French Air Force service, North Africa, probably in 1944-45. The Free French probably received their first examples late in 1942; little survives on their use, however. **Above:** KK311 wears 'BL' in red aft of her roundel and A on her fin possibly in yellow. Grey/Green finish. Aircraft belongs to 40 Sqn (Photo by Ron Clarke).

Aaron stayed by him, giving instructions which enabled the aircraft to be flown. Realising they could never make the journey home across the Alps, they bravely headed for, and reached, Bone. Landing the crippled bomber was no easy task, but after several runs they accomplished it shortly before Aaron died. He had shown immense devotion to his crew and tremendous determination and joined that valiant group posthumously awarded the Victoria Cross.

As soon as Sicily was vanquished the Allies prepared to stride into Italy. Apart from a direct assault across the Straits of Messina, it was decided to leap ahead, placing a landing force ashore at Salerno. Before this occurred bombers hammered roads and rail routes leading to the beachhead area. Bostons made night interdiction sorties to the area. On September 2 the invasion of Italy began, strongly supported by fighter-bombers and the day bomber force operating now from Sicily. The Eighth Army landed in Italy with an important initial object, seizure intact of a group of airfields in the Foggia area, which fell into Allied hands late in September. This enabled the bombers to move in and allowed 205 Group to bring forward its night raiding force. Now it could strike at Southern Germany, Austria and the Balkan countries, not to mention the Ploesti oilfields. Round the clock raids were possible, with the Americans pounding the enemy by day.

A diversion at this time involved operations in the Aegean. Halifaxes and Liberators of 178 Sqn with Halifax IIs of 462 Sqn carried out night attacks on airfields near Athens to prevent any



Drawings by A. M. Alderson

German build-up, and they bombed Aegean islands. Kos was invaded on September 30, but the invaders were insufficient in strength to hold it and the entire venture had to be abandoned.

Resistance to the Allies around Salerno was very strong, but nevertheless they entered Naples on October 1, a city which the RAF had heavily bombed by day and night. At the end of October, Baltimores and Bostons of 18, 55, 114 and 223 Squadrons moved into the Foggia complex forming 232 Wing. Apart from close Army support the squadrons flew day and night tactical sorties along the east coast of Italy.

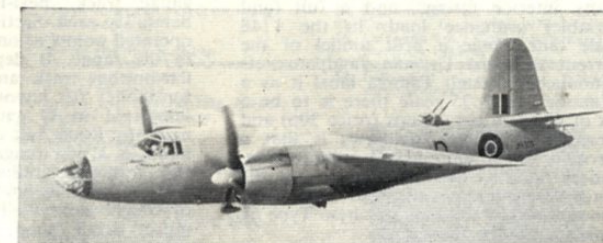
Soon the entire Allied force faced an awful winter. Arid land was transformed into a sea of mud by winter rain which almost prevented flying and seriously delayed the Army until Spring 1944. So slow was the advance that it was decided to again leap ahead, with a landing made at Anzio on January 21, 1944. Reaction was extremely strong and the Army found it impossible to break out for some time even with massive air support.

Operations by 232 Wing and South African Air Force squadrons were closely allied to those of the Americans. Indeed, there was some loaning of aircraft to the RAF which meant, for instance, that 18 Sqn operated some A-20Gs wearing USAAF fin serials and RAF roundels. By this time the RAF Boston squadrons were using aircraft in the same Dark Green/Dark Grey finish common to those in Britain from whence some of the 29 Mk IIAs supplied had come. They also flew a few Bostons in Olive Drab/Medium Grey American colours.

Baltimores during that winter were still frequently seen in desert camouflage. One was FA289 of 223 Sqn used from September 1943 to May 1944. Its red letter 'S' outlined white was painted aft of the fuselage roundel on both sides of the aircraft. Others similarly marked included FA436: B of 223 Sqn (replaced by FA436), FA389: Z shot down over Italy in September, FA394: R frequently flown by 223 Squadron's CO and later used by 39 Sqn, SAAF, FA424: H written off after a raid on Naples, FA475: D of 55 Sqn later D of 223 Sqn shot up over Venafrò and written off, and FA479: X of 223 Sqn destroyed by a direct hit over Mighanico on December 8, 1943. All of these aircraft wore the Dark Earth/Mid-Stone/Azure Blue finish. By the end of December, all Baltimores for the RAF had been delivered.

When the better weather came, the armies moved forward, and Rome fell on June 4. All of the bombers were intensively employed but the immense value of the fighter-bombers was so unquestionable that the most famous Baltimore squadron, No 223, was disbanded on August 12, its place being taken by 454 Sqn, whose aircraft included FW818: Q.

**Left, top to bottom:** Blenheim Vs were put to a variety of uses in the Middle East. BA297 was used at Fayid in 1942 for training purposes, and was an early series Blenheim V. EH495 represents the late production Mk V and was seen late 1943 in the state depicted at Foggia. Bomber squadron aircraft had a dorsal turret but many Blenheim Vs in Britain and overseas flew with them removed. EH495 also features the small blister on the nose transparency which many production aircraft had. Blenheim Vs served general reconnaissance aircraft in the Middle East as well as bombers. Wellington X HE640 wears the Middle East two-tone camouflage, but otherwise has the trim of a home-based bomber. She belonged to 420 Sqn. **Below:** Marauder 1A FK575 of 14 Sqn used as a torpedo bomber in the Middle East. Letter D is painted in dark blue on the usual Middle East two-tone and azure blue camouflage. **Bottom:** Marauder II FB392 in green-grey finish wears a red 'L' on her fin. Unit unknown, photo taken in Italy (Photo by Ron Clarke).



The first of 111 Boston IV (A-20Js), with revised noses and dorsal turrets, joined the squadrons in July 1944 wearing Dark Green/Dark Grey finish with red individual letters on the nose. BZ548: J and BZ529: K were both with 13 Squadron in January 1945. BZ502: T and BZ511: M served with 18 Sqn. Before the end of 1944 the Boston V (A-20K) was in service, all the aircraft of this final mark being sent to the Mediterranean area. BZ588 became 'S' of 55 Sqn, BZ603: D of 18 Sqn and two Mk Vs of 13 Sqn in use in January 1945 were BZ621: M and BZ641: V. Squadrons operated mixed marks of aircraft. By the start of 1945, Bostons were making raids close to Allied lines under instructions from mobile radar control posts.

The arrival of the heavies at Foggia had been immediately put to good use, particularly effectively in a mine-laying campaign in the River Danube. In April 1944, 205 Group could call upon six Wellington X squadrons and three heavy bomber squadrons to attack Budapest, Ploesti, Belgrade, and make sustained raids on the rail networks of Hungary and Rumania to give some aid to the Russians. On April 8/9 three Liberators dropped flares for

Continued on page 403



# NEW

## KITS AND MODELS

### Preview for 1972

SEVERAL leading model importers and distributors held their trade shows in January at the Mostyn Hotel, London W1, where numerous new items intended for release in 1972 were to be seen for the first time. Exhibitors included Riko (importers of Tamiya and other major ranges), W & H Models Ltd who distribute many model railway items, Model-Time (importers of Rio and Solido model cars) and Arney & Taylor who import and distribute the Italian Protar range of kits.

Largest display was by Riko who announced additions to all the established ranges they distribute, plus some items completely new to Britain. The best new Tamiya aircraft actually on show was a superb 1:48 scale Harrier VTOL fighter which is really in the 'super detail' class, complete with removable engine panels, many interior fittings, and a full (and variable) ordnance load. In the 1:48 scale tank range a neat model of the current standard German Jagdpanzer is announced, though Tamiya label it as a 'Kanone'. In 1:35 scale there is to be a set of German paratroops (price 30p) and American infantry. Big news is that a German BMW motor-cycle combination, and an Sd Kfz 7 half-track are to join the range (see pictures on page 389). Also announced is a modern Japanese Type 61 tank in 1:48 scale.

In the attractive 1:100 scale aircraft range a twin kit of a Sabre and Mig-15 is announced. The 1:700 scale range of waterline Japanese warship models is increased by the addition of the carrier *Shinano*, battleship *Yamato*, cruiser *Kumano*, and battleship *Mushashi*. Prices range from 85p to £1.65.

AMT models of 1:25 scale modern road vehicles have proved a big success (we've reviewed some recently, with another to be featured next issue), and the range is to be expanded with some handsome models which include a Ford C.900 stake track, a Peterbilt Wrecker, and a new version of the LaFrance fire engine among others. Prices of these giant super detail kits range from £3.40 upwards.

By April, Riko hope to be handling the entire range of Hubley metal car kits, some of them old models but all of them more freely available than hitherto. There will be 16 kits altogether, starting with various versions of the Ford Model A at £2.99 a time. Another Hubley metal kit to be released will be a Colt .44 pistol replica of 1860, priced at £7.99.

In the railway model field, Riko are introducing Roco International trains, models made to a very high degree of detail and quality by the producers of the Minitanks models. In N gauge, Roco are making a full range of rolling stock, both American and European prototype, and there are initially two locomotives. One is a Plymouth 25 ton diesel switcher in various American railroad liveries; the other is a very neat and attractive Alco

0-6-0ST, a typical small old-time American steam locomotive. This latter will cost £3.75. The outstanding feature here is the adoption of an entirely new N gauge coupling, unique to Roco, which is only about half the size of the existing 'standard' N gauge coupler and much less conspicuous. The new coupler is not compatible with the older pattern but Roco will be making converter sets available. Much closer coupling will be possible with the new design. Metre lengths of flexi-track, plus a full range of sectional track and points is also released. Later in 1972 a range of Roco International HO models will be released, but in the meantime metre lengths of track are to become available (33p brass, 36p nickel-silver). This is Code 100 and will connect with all similar makes of track. Roco complete their railway coverage with a fine new range of O gauge track, flexi-track metre lengths being 75p each. Sectional track and hand-operated points at only £1.60 are included in the range. It depicts American style flat-bottom track and is excellent value for money for anyone lacking funds but interested in O gauge modelling. Also made by Roco, but under the Atlas trade mark, is a new range of O gauge American prototype railway models, starting with a diesel locomotive and a selection of freight cars. We'll be covering this in more detail soon. Meantime, anyone wanting a full list of all the Roco track work available can send a SAE to Riko Ltd, 13-15A High Street, Hemel Hempstead, Herts, mentioning this review.

In the general modelling field the major news is that Riko are to distribute the Testor range of model paints, one of the leading American brands. These paints, in flat and gloss varieties, include several military shades and 44 different colours altogether. In screw-top bottles, Testor paints cost 7p a time. Also coming is a new range of craft knives with novel features which include 'snap off' ribbon type blades. The blade is concealed in the handle in a long strip and a ratchet lever is used to move a new length of blade into position every time a fresh cutting edge is required. The blunt edge is just snapped off and thrown away. Up to 36 cutting edges are available depending on the type; there are four knives ranging in price from 35p to 85p.

Among the smaller Japanese kit ranges, Otaki will be releasing a 1:35 scale M8A1 tractor, a 1:50 scale C51 Japanese locomotive, and a 1:8 scale Bridgestone racing cycle. In 1:50 scale there will be a T-34 and M60 tank (75p each), both fairly simple models. Then there is a superb 1:12 scale Ford Mustang Mach 1 car (£9.99), packed with fine detail features. Lastly, Otaki are making a couple of nicely detailed Japanese escort ships *Aizukiki* and *Teruzuki*, two current Japanese Defence Force vessels. Scaled at 1:250, these will be £2.20 each.

We hope to provide more detailed



Above: Tamiya 1:48 scale Jagdpanzer Kanone finished in Bundeswehr winter camouflage. Note also the bridge classification plate, call numbers and logistic markings which all come from transfers in the kit. Price is 85p.

reviews of many of these new items in the coming months as the kits become available. Bear in mind that many items mentioned may not be on sale for some months yet so that it is best not to worry shopkeepers about availability at this stage.

Model-Time of Croydon are now distributors in Britain of Rio and Solido models and numerous new items are promised in these model vehicle ranges for the year ahead. Rio are coming up with some oddities in the veteran car range, including some early streamliners of novel and attractive appearance. Solido have a Ford Capri car promised in GT form, while there is a superb 1:43 scale Jagdpanther packed with detail and with tensioned tracks. Several other military models are included in the Solido range, one being a Commando armoured car in both police and US Army forms.

Arney & Taylor and their associate company Motomodelli distribute the Protar range of motor-cycle kits in 1:9 scale, a very fine collection indeed. This year they are introducing a Formula 1 car for the first time, a Ferrari 312 bis 2. A Laverda 750SF and Moto-Guzzi V700 are additions to the motor-cycle range. An excellent loose-leaf catalogue of Protar models is available—send a large SAE to the firm at 52 Wells Park Road, Sydenham, London SE26. This neat catalogue is a useful reference item in its own right for motor-cycle fans.

W & H Models are well-known in the model railway world, both as retailers, with a large shop in London, and as trade distributors. They supply many well-known ranges of kits and also now import and distribute Lima trains, an inexpensive but well-known range from Italy. Among new items we noted a very neat steepie cab electric locomotive with pantograph pick-up which would look excellent on model tramways or industrial lines. New this year—and for the first time in Britain—is the Badger range of air-brushes. These have long been famous in America but air-brushes of any kind

Continued on page 398

# MODEL TOYS

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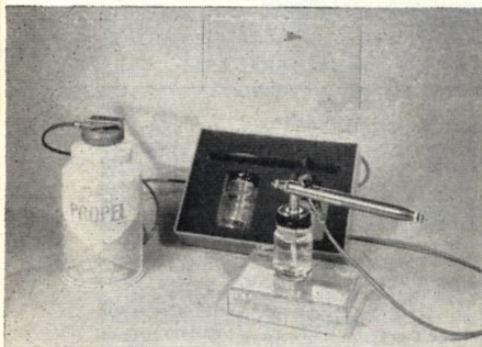
397



## New Kits—continued

have been difficult to obtain in Britain hitherto. These Badger brushes have been designed with modellers in mind, deriving their power from aerosol 'bombs' which 'plug' into the air brush. Of course, these have to be replaced when expended, the aerosol propellant costing from 60p a time. For those who want a proper compressor, however, Badger make one, an electrically operated mains unit at £31.44. W & H are distributing the whole Badger range in the model trade and the different outfits are summarised as follows:

Model 250-1 hobby kit, which has a high-impact Delrin casing, costs £3.85, the 250-2 Press 'n' Paint kit £8.18, and the 250-4 Mini kit £7.38. Aerosol pro-



Above: Badger air-brush described in review.

pellant, which is included except in Model 250-1, costs from 60p as previously stated.

An all-metal kit, Model 200-1, is priced at £15, and the Model 200-2 kit at £18.91. A Model 150-IL poster air-brush is for larger coverage as well as detail work and costs £32.

Models 100-IL and 100-XF are designed especially for the industrial or mechanical illustrator, photo-retoucher, designer, portrait painter, and architect. Both kits are £30.73.

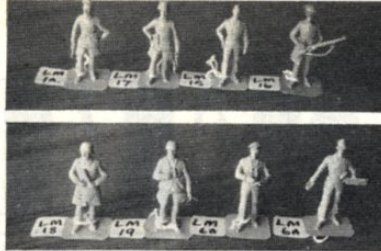
The Badger 180 portable diaphragm compressor is mains operated and costs £31.44.

An SAE to W & H at 23 Cavendish Street, London W1, will bring a descriptive illustrated leaflet. Alternatively, write to the Badger importers, Morris and Ingram (London) Limited, 156 Stanley Green Road, Poole, Dorset. C.O.E.

### Lasset: 54 mm figures

EIGHT new models have been added to the Lasset range of metal figures representing the German Armed Forces of World War 2. All are of the uniformly high standard of design and casting that we have become accustomed to expect from this series, and the choice of subjects allows for some unusual styles, such as the Terek Cossack, complete with flowing moustache and distinctive fur cap, and the SS officer of Division 'Handschar', with his tall fez. We were particularly interested to see that where camouflage garments are depicted, the pattern is lightly etched into the surface to give the modeller a painting guide.

All the figures are individually animated, for the most part in casual, relaxed attitudes, no two of which are



Above: New Lasset 54 mm figures reviewed on this page. Note especially the Terek Cossack LM 16 and the SS officer of the 'Handschar' Division, LM 18.

exactly similar, and they can be grouped together very effectively in vignettes or dioramas.

The new models are: LM1A, SS officer in Field Service Dress with peaked cap; LM6A, Panzer officer wearing ski-type cap (Einheitsmütze); LM6B, Panzer officer wearing peaked cap; LM15, Panzer crewman in camouflaged overall suit; LM16, Terek Cossack, LM17, SS officer of 'Handschar' Division in tall 'fez'; LM18, SS officer wearing 'poncho'; LM19, SS officer wearing camouflage smock.

Priced at £1.06 each, these high quality figures represent good value, and are strongly recommended to Second World War enthusiasts. We thought that the poncho on figure LM18 was somewhat too tight for comfort, our only minor criticism.

All the figures can be obtained ready undercoated at the above price plus post and packing, from Greenwood & Ball Ltd, 2 Imperial Drive, Pinner, Middx, by whose courtesy we received our review samples. R.S.D.

### Sanderson: 54 mm metal figures

ADDITIONS to the Sanderson Slave Market set represent a customer (SM4), with arm raised to bid, and a one-legged beggarman (SM6), leaning on a crutch. Both figures have the authentic Roman look, with detail of features, sandals, and clothing well engraved, providing a sound basis for a superb painting job. Without doubt they provide



Above: Two new additions to the Sanderson range of Roman figures are a one-legged beggarman and a customer raising his arm to bid.

considerable extra scope for the portrayal of Roman life.

There are also two new Sanderson novelty females available, to lend a little light relief to any collection. SN7 is a girl nude save for a British Army 'Universal' helmet and tunic open in front to display her ample charms, whilst SN8 is a Scottish lass with only a Highlander's feather bonnet and loosely draped plaid to shield her from those chill Caledonian winds!

All the Sanderson figures cost 92p each and are obtainable at that price plus p and p from Greenwood & Ball, 2 Imperial Drive, Pinner, Middx. R.S.D.

### Uniform Cards:

#### Model Figures and Hobbies Ltd

TWO sets of cards are available from this enterprising organisation, covering the German armed forces 1939-45, and Russian and Austrian soldiers of the Seven Years War 1756-62.

The German set consists of 12 figures printed on card (3 inches x 5 inches approximately) ready for colouring. Colouring detail is given below each figure, which is of a typical soldier of the period. Included are Infantry 1939 and 1945, Luftwaffe and SS Paratroops, Afrika Korps and Naval ratings in working and landing-party rig. Altogether a useful basic reference at 37½p post free for the set.

The Seven Years War set consists of eight figures on similar cards. These are delightful drawings by a different artist to the first and eminently suitable for framing after painting. Price is 32½p post free for the set from Model Figures and Hobbies Ltd. R.C.G.

### Van der Merwe: SAAF transfers

THE transfers referred to by Richard Gardner in the recent Harvard article are available from A. W. Van der Merwe, 9 Duff Street, Tierdei, CP, South Africa, at 45p per sheet post free by air. We have now had a review sample of these. The sheet contains 52 (26 pairs of) 'castles' in five different sizes (54, 36, 30, 24 and 18 inch). Colour strips are also supplied and must be cut to the length and width required for the particular aircraft. Orange dots are included for use with other roundels on 1939-45 SAAF aircraft. An information sheet is included. British postal orders are acceptable should anybody in Britain want to order the transfers. C.O.E.

### Mini Figs: 25 mm figures

MINIATURE Figurines are the producers of a wide range of wargames figures to the standard 4 mm to the foot scale. Covering several different periods of history, their main range is in the ever-popular Napoleonic era although they do have quite extensive ranges in the 'Ancient', American Civil War and Crimean periods, plus several other ages too numerous to mention here.

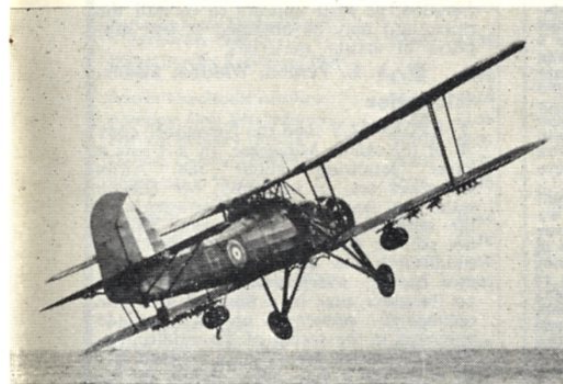
Castings are nicely detailed with no flash, although the faces are somewhat blurred and hard to see. On the 'Ancient' figures we had for review, spear shafts are very broad and to the eyes at least appear to be overscale, something that can be remedied by replacing them with wire. Mounted figures come separately from the horses, which are nice chunky pieces more suited to heavy cavalry than light. Apart from the above points the designs are generally good and will make excellent additions to any wargames army, especially as there are a number of unusual pieces not covered in other ranges. We specially commend the French Napoleonic infantryman waving his shako on the end of his bayonet. This figure and a few others such as the rocket battery set have great possibilities for use in dioramas.

Full details of the range can be obtained from the Mini Figs catalogue price 18p, direct from Miniature Figurines, 100A St Mary Street, Southampton SO1 1PB. D.L.

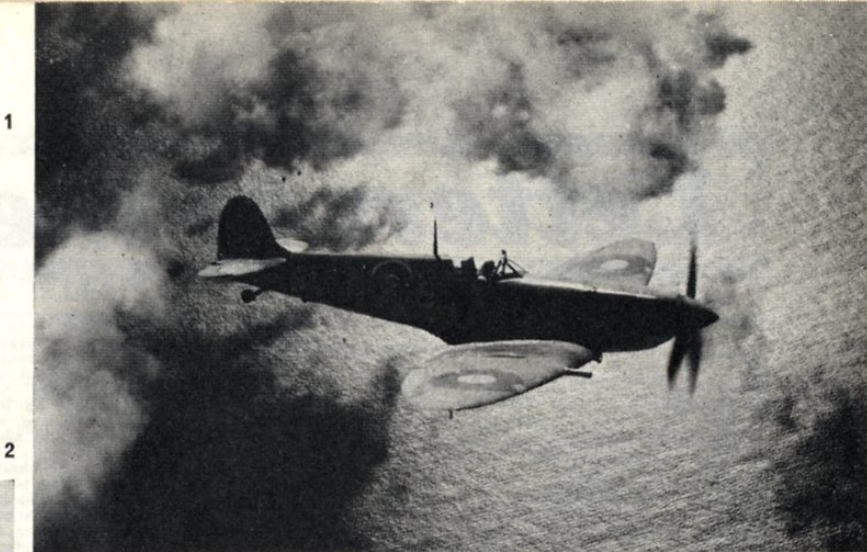
AIRFIX magazine

## photoPAGE

More rare pictures from readers with captions by Michael J. F. Bowyer. A free Airfix kit is awarded for every picture published, but please note that there is usually a delay of some months before publication due to the limited space at our disposal.

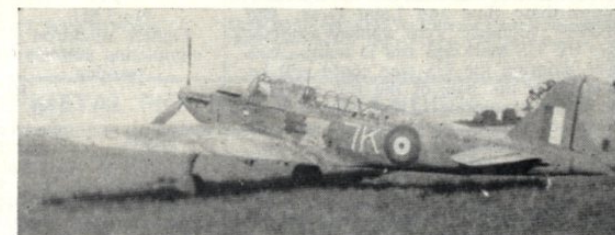


March 1972



Key: (1) A Seafire III M-8L of 728 Fleet Requirement Unit, Hal Far, Malta, 1946. (2) A 1940 picture of a Swordfish taking off from a carrier; code G is probably grey (John E. Young). (3) Curtiss Seahawk of the US Fleet refuels at Kalafrana, Malta; this scene suggests an idea for a model display.

Key: (4) Seafire M-8L again, showing underside stencilling and new skinning at wingtip. (5) Martinet M-8H of 728 FRU in green/dark earth/TT stripe temperate finish. (6) Sea Otter 0-2A:JM963, unit unknown, at Hal Far, 1946.



Key: (7) Fleet Air Arm Oxford NM733 in silver finish, used for photographic duties at Hal Far. Note dorsal D/F fairing. Name on nose is possibly 'Sailor Boy' but is difficult to read on original print. (8) Fulmar II X853? :7K of an unknown front-line FAA squadron. Note flame deflector plate above exhausts (John E. Young). (9) F4U-5 Corsair in use with the Naval Air Test Centre, Patuxent River, in the early 1950s. Spinner and lettering white, rest 'midnight blue' (Chance-Vought via Alan W. Hall). All pictures not otherwise credited are by I. H. Gannicott.





# Letters to the Editor

## Corsair model

WITH reference to Alan Hall's excellent article on the Corsair (*Airfix Magazine*, September issue), I think it worth pointing out that there is a way to simplify the Corsair I conversion.

This entails making a new canopy, but for those without the skill, I would suggest using (as I did) a canopy from an Airfix or Frog Thunderbolt; it is almost exactly the right shape, only needing the back cut off and a little sanding. It is not absolutely 100% accurate, but it certainly looks right, and only very careful measurement reveals the discrepancy.

J. J. Walker, Edinburgh.

## RNZAF Corsair details

HAVING specialised in RNZAF Corsairs for a number of years, I would like to add the following to Alan W. Hall's article (*Airfix Magazine*, September 1971) covering details of these aircraft.

A total of 424 Corsairs were supplied to the RNZAF and were made up of the following Mk's:

F4U-1A 238 aircraft  
F4U-1D 126 aircraft  
FG-1D 60 aircraft = Total: 424

By the end of the war in the Pacific, no less than 13 squadrons were equipped with this type, having replaced Kittyhawks and Warhawks in front line service in the Solomons.

The first 286 Corsairs delivered to the RNZAF were shipped direct from the USA to Espiritu Santo in the New Hebrides and were assembled at the RNZAF Base Depot by Unit 60. All of the aircraft arrived painted in the three tone scheme of Patrol Blue, Non Specular Intermediate Blue and Light Grey. The RNZAF roundels were applied directly over the US markings and in many cases after painting the US star could still be seen under the blue of the NZ roundel. No initial repainting of the aircraft took place on delivery, only after months of being subject to the weather and rigorous, continual use were the aircraft repainted, most in glossy patrol blue overall and others in non specular intermediate blue. Many soldiered on until the end of the war still wearing their original garb.

The RNZAF roundel blue was not of a very light shade as mentioned in many articles written on this subject. As Australia was the main supplier of aircraft paint for the RNZAF at the time, the nearest one could describe the shade of blue used would be by making a comparison with the RAAF roundel blue. The only light blue used was in the national colours painted on the tail fin. Study of some RNZAF Corsair photographs will tend to give one the impression that a light blue was in fact used but this again is the result of the aircraft being subject to intense heat and weathering.

When aircraft were issued to front line squadrons, the last two or three digits of the RNZAF serial number were painted

## CONTRIBUTIONS

Letters to the Editor selected for publication entitle the senders to each receive a free Airfix plastic construction kit, and the publication of photographs from readers is similarly rewarded. As from this issue a new scheme comes into force whereby Airfix Products Ltd award the kits on the following scale:

ONE letter or photograph published is rewarded by any kit from Series 1-6 inclusive. For TWO letters or photographs any one kit up to and including Series 9 can be chosen, or alternatively two kits up to Series 6. For THREE separate contributions (eg. photographs) the entitlement is one kit up to Series 12 or three kits up to Series 6. Readers can make their choice on the special card which we send out after publication. The kits are supplied direct by Airfix Products Ltd.

We receive a large volume of mail from readers; all letters are read and we answer or acknowledge as many as possible provided that a SAE or stamp is included for reply. The Editor cannot accept responsibility for safe keeping of contributions though every care is taken. Opinions expressed by correspondents on this page are their own and do not necessarily reflect the views of the Editor or Airfix Products Ltd.

on either side of the nose cowl and on the tail fin in white, not yellow. The lesser-used form of marking was the US style of repeating the serial number or unit marking forward and against the white bar of the roundel.

Aircraft belonging to the OTUs based at Ardmore (photo page 39) carried large alphabetical letters painted in white alongside the cockpit and forward of the roundel, both sides of the fuselage. The functions of these conversion units were as follows:

ZG	UY
No 5 SU	No 26 SU
Fighter squadron	Fighter squadron
completing gunnery	completing general
training	training
RK	
No 3 SU	
Conversion	
and test	
flight	

Aircraft of Nos 5 and 26 servicing units were painted with white identification numerals either side of the nose cowl. No 3 servicing units aircraft were painted in the same style but with alphabetical letters.

In Alan W. Hall's drawing depicting NZ5332 it was stated that this aircraft belonged to No 4 OTU. In fact it belongs to No 5 SU at Ardmore.

The three OTUs at Ardmore were disbanded in June 1945 and No 4 OTU at Ohakea took over the functions previously carried out by these units.

I hope that this information will be of use and interest to readers who are intending to finish their models of Corsairs in RNZAF markings and at the same time clear up any misunderstandings which may have existed regarding the application of these

John A. Regan, Lower Hutt, New Zealand.

## Masking

IN recent months there have been adverts in *Airfix Magazine* for a product called Magic Masker which, when painted on a surface, masks the surface covered and may be removed easily afterwards. Windsor & Newton market an Art Masking Fluid which performs the same function, at what appears to be half the price, and may be obtained at any suppliers of artists' materials.

W. A. L. Vernon, Whitton, Middx.

## 1815 series

I RECENTLY read the November copy of the *Airfix Magazine*. In it I saw a letter enquiring about the Airfix Cuirassier set. In his reply, Mr Gibson states that leather saddles were worn over the saddlecloths of the officers. This is not so. No visible saddle was worn. The saddlecloth was dark blue, with a silver lace border, which was bordered again on the outer edge by a thin red line. The regimental numeral or a grenade appeared in the corner of the saddlecloth. Whilst I am on this subject I would like to clear up a few other points in the series. Mr Gibson fails to mention that blue grenades appeared on the turnbacks of the coat. As he is doing most of the series in campaign order, I would like to point out that the breeches described were used for dress. On service, grey breeches, buttoned at the sides, were worn. No sleeveless coat was worn under the cuirass, this was merely part of the lining protruding at the opening. Apart from these points, I have found the series a most excellent one.

J. Williams, Chester, Ches.

## 54 mm figures

WITH reference to the Airfix Coldstream Guardsman kit, I suggest that it has one major fault, namely, the wings.

These were worn by all light infantry (including flank companies) and Fusiliers. However the guards according to Hamilton Smith (c. 1814) wore cloth rolls or tufts similar to line regiments.

However, the model could be painted as a grenadier or skirmisher of the Coldstreams. Simply follow the painting details but paint the hackle and shako cords white and green respectively. Another interesting point arises here over painting the facing colour on the wings. Hamilton Smith shows them with and without in various regiments as does Funcken. I wonder if any other reader can clarify the matter?

To model a man of battalion company's follow the instructions but replace the wings with a 2.5 mm by 1.5 mm rectangular cube at the ends of the shoulder straps (cylindrical if possible).

In this form he can be painted as a line infantryman; however different regiments have different groupings and shapes of loops, for example the following had loops

Continued on page 402

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similar to the Coldstreams:

- 11th Foot: Green facings
- 12th Foot: Light Yellow facings
- 22nd Foot: Buff facings

Otherwise the loops have to be re-shaped and some eradicated.

If one removes all the loops and reshapes the cuffs to the French pattern, the model could be painted as a Belgian infantryman of 1815 (an arduous but straightforward conversion). Remove the crown from his shako badge and cartridge box and paint as depicted in '1815' *Airfix Magazine* January '71, not forgetting to paint his pack as untanned hide. The only item then missing being an infantry sword in his bayonet frog.

Another interesting conversion would be a 'York Light Infantry Volunteer'. This unit was an émigré regiment disbanded in 1817, unfortunately that is as far as I have been able to get with the unit's history.

The uniform was dark green with black facings, piped white. The cuffs have to be shaped as inverted 'V's', piped white (the shoulder straps are also piped white). The shako was white with green hackle and cords (the shako badge is correctly shaped on the model).

All the loops would have to be removed and be replaced with three rows of buttons parallel, with the centre row fastening the jacket. About 15 or 16 buttons made a row, the outer rows being positioned half way along the shoulder straps and moving slightly to the middle as they progressed down. Crossbelts were white and the cross-belt badge had the initials 'YL' on it.

For home service, short gaiters could be added.

Paul Brunyce, Hull, Yorkshire.

#### Spray gun

IN the August 1971 issue of *Airfix Magazine*, you published an article by W. A. L. Vernon on how to convert the standard Humbrol spray gun into a simple 'air brush system', with the aid of hypodermic needles, which he stated, 'can be purchased in various sizes from Boots or similar chemists'.

I would like to point out to your contributor and readers that hypodermic needles are not available to the general public unless they are either diabetics or on prescribed drugs which are taken intravenously.

May I suggest that the 'Badger' spray unit gives very good results, and is a good substitute for an air brush.

Stephen Foster, Aldershot, Hants.

#### Photopage information

REGARDING the photograph of the Washington that appeared on your January Photopage, readers may be interested in a few facts.

This particular aircraft, serial number WF443, was first operated by No 115 Squadron during 1950 at Marham, Norfolk, displaying the codes KO-D. After service for over a year it was transferred to No 90 Squadron, also at Marham and bore the codes WP-A. It was then handed over to an Operational Conversion Unit in 1952, at the time the photograph was taken.

The photograph is interesting as it is devoid of code letters but carries an individual letter Q on the fin. Surprisingly it shows part of a US serial number behind the Q. Close examination of two other

photographs of WF443 in service with Nos 90 and 115 Squadrons shows no evidence of this. It seems very unusual that a US serial number should be re-applied to an American aircraft in RAF service.

P. Finch, London, NW1.

From study of the original print it is clear that the US serial had not, in fact, been re-applied—the outline of the old numbers was simply clearly visible due to light reflection from the fin surface.—EDITOR.

#### Airfix Hussar

THE Airfix kit of the 54 mm Hussar Guardsman have been long awaited, but they have been worth waiting for. The detailing is all that I have come to expect from Airfix, and the price is modest compared to similar kits from other manufacturers. The colour instructions are a welcome addition for the modeller.

So much for the praise, now for the moan! Regarding the instructions for painting the Hussar, something seems confused. According to Airfix, the 10th Hussar is painted as follows: Soldier's waistband, yellow/red; collar, red; cuffs, red; busby cord, yellow; breeches, blue with yellow stripe.

According to the Casterman book 'L'uniforme et les armes des soldats du Premier Empire', Vol 1, this colour scheme would suit the 15th Hussars, not the 10th.

The colouring details for the 10th Hussars are given as follows: Soldier's waistband, blue/white; collar, red, white edging; cuffs, red, edged white; busby cord, white; breeches, white, no stripe; Sabretache and sword slings, white, with black sabretache.

K. Jardine, Bobbers Mill, Nottingham.

#### Spitfire floatplane

MAY I comment on a few inaccuracies in S. J. Kirby's Spitfire Floatplane conversion (*Airfix Magazine* January '72).

W3760 underwent a number of modifications during its career. First the floats were fitted, and also the ventral fin and modified rudder. The 3-blade propeller was retained initially, but was later replaced by the 4 blader as described. No armament was fitted. The colour scheme was Extra Dark Sea Grey on all upper surfaces, including the floats and legs, and Sky beneath, coming up under the tailplane as in the photos. Spinner was Sky on the 3 blade prop, and black on the 4 blader. The serial was not painted up.

Later the dorsal fin area was increased, giving a straight leading edge joining the fuselage forward of the tailplane, and the large tropical filter was fitted. 'B' wing armament was installed as in the article, two cannon and four machine guns. Colour scheme at this stage was Dark Green/Ocean Grey and Sky, while the floats retained their original colours. Spinner was black, serial white. The photo on page 273 shows the aircraft at this stage. Two other Mk Vb's, EP751 and '754, were converted to this, final, form.

There is only one structural error in the conversion; the nose is too long for a Mk Vb, and must be shortened by 1/4 inch to give an overall fuselage length of 5 inches. Two small additions are the IFF aerial at the fin tip, and the rear view mirror on the windscreen, as seen in the photo.

There was also one Spitfire Mk IXb floatplane which was as the Mk Vb in its final form, except that no modification is necessary to the nose or propeller; there was no IFF aerial; and the smaller tropical filter was fitted as in the Spitfire VII.

(*Airfix Magazine* August '71). Colour scheme was Extra Dark Sea Grey and Sky, spinner and serial MJ892 were black. The walkway on the port wing root was bare metal. The P marking was carried by both W3760 and MJ892 at all times.

I. M. Fleming, Harrow Middx.

#### Su-76i

MAY I congratulate Mr T. J. Gander upon his enterprising SU-76i conversion featured in your December issue, this seems to me the very essence of AFV modelling, which at present seems to be going more than a little stale and reference conscious. Let us hope that this will encourage more modellers to base their models upon their own deductions instead of patiently awaiting new Bellona Prints, etc.

Responding to the invitation to write in, I should like to make the following comments:

(1) The vehicle is based upon a Pz III probably on the F chassis, note the idler, drive sprocket and even spacing of the return rollers. Besides building these changes into the model the engine covers should be modified as to the relevant Bellona Print.

(2) The tonal differences between the fighting compartment and the hull top seem to suggest that the fighting compartment overhangs the hull top thus throwing it into shadow. By the same token the tonal difference between the fighting compartment, mudguard edges and sprocket hubs would suggest that the fighting compartment was tapered towards the top.

(3) The cupola is that of a Pz III Ausf E and F.

The only other improvement I could suggest is the addition of ventilator(s) on the compartment top probably behind the cupola in usual Russian fashion.

I hope my deductions are of some use.

W. G. Evans, Newcastle-on-Tyne, 2.

#### Stock car

IN the article Stock Car conversion (*Airfix Magazine* January '71) it mentions 'Formula One'. Spedeworth and BSCA do not allow Formula One cars, only Formula II cars.

The car shown is a superstox not a stock car. The stocks are the saloons; the superstox have to be built from scratch and they can have any old engine. The hot rods are supercharged cars and are mostly Minis and Anglias. Midgets have to be smaller than Minis. The ratings are as follows:

- White: Novice.
- Yellow: Fairly experienced drivers.
- Blue: Experienced drivers.
- Reds: The star men.
- Silver Top: National Points Champions.
- Gold Top: World Champion.

The bonnet of the superstox is not joined to the cab section.

David Haffenden, Heathfield, Sussex.

#### Avro Lincoln

IN your interesting article on modelling the Avro Lincoln, (*Airfix Magazine* January '72) I noticed that the heading photo was taken at a Royal Observer Corps Annual Group Meeting.

According to my father, the photo was taken at RAF Colerne, in either 1956 or '57. The officer in the foreground is a leading observer.

J. D. Whittle, Thame, Oxon.

AIRFIX magazine

#### Bombing Colours—from page 395

19 Wellingtons making the first Danube mining operation near Belgrade. There were 18 such forays, during which 1,382 mines were laid, effectively halting river traffic and preventing it from transporting supplies which the railways could no longer take. The final operation of the series came on October 4/5 when four Liberators lit the river area for 18 Wellington mine layers. In October 1944 Nos 142 and 150 Squadrons flying Wellingtons disbanded, both to reform in Britain. In the case of 142 Sqn, its Wellingtons in use at Regina in July 1944 had included MF120-Q, LP189:H, LN961:T and LN864:W. Two months later, LP548:H, HE964:Y and MF632:W were in use.

The Wehrmacht consolidated itself across Italy on what became known as the Gothic Line. It was breached on August 25/26, whilst Halifaxes, Wellingtons and Liberators hammered at the railway installations at Ravenna, whilst Boston and Baltimore attacked rail and road transport and routes immediately behind the front. Similar operations followed by night and day, Halifaxes of 614 Sqn (whose crews wore the Pathfinder badge) taking on the task of finding and marking the targets at night.

Since 1942, Liberators had been flying in 205 Group. They were particularly useful for operations in conjunction with partisan forces by virtue of their range. To mid-1943, Liberator 11s had been used, and indeed these were operating in the autumn of that year with 178 Squadron. Some examples of its aircraft and their uses include the following: AL525 carrying the customary 6,000 lb load bombed Larissa and Heraklion in support of the 1943 venture into the Aegean, on September 27 and October 29 respectively. AL536 bombed Athens on September 26, and AL552, which after the war was civilised at G-AHZR and later SX-DAB, raided Maritza on November 15, 1943. AL555:O bombed Catania airfield on June 12, 1943, during the softening up of Sicily and five nights later attacked Comiso. It would be interesting to hear from any aircrew who flew in the Liberator II force in the Middle East, for the records of their use seem sparse and muddled.

Replacement of the Mk II by Mk IIIs, in 178 Sqn, seems to have been erratic but by March 1944 Liberator IIIs were in use like BZ892:E, BZ928:B, BZ932:Y, BZ947:N and BZ946:Z.

The Wellington X and Halifax II were ageing types by 1944. In June of that year 148 Sqn was flying Halifaxes which included JP177, JP220, JP286, BB318 and BB421. The chosen replacement type was the Liberator VI/VIII which entered 205 Group in September 1944. First 37 and 614 Squadrons had them, then 148 (which by May 1945 was operating BVIs including KL616:P, KL531:T, KL569:X and KL545:Z). They joined 40 and 70 Squadrons in January and 104 Sqn in February. The Liberators apparently wore squadron codes applied in red with unit letters aft of the fuselage roundels. BL-S:KL501 served 40 Squadron which first operated with Liberators on March 18/19, 1945. KH285:H was used by 37 Sqn and EP-U:KL373 of 104 Sqn had its individual letter repeated on the bases of the fins in white.

December saw the equipment of No 39 Squadron with Marauder IIIs. Since the summer of 1942 the Marauder had been in RAF hands, No 14 Squadron flying them almost exclusively on maritime operations and using Mk Is and IAs. South African squadrons also had them, but not until the end of 1944 did the RAF equip a bomber squadron with this maligned aeroplane. By now the B-26 Marauder was quite a success, many of its 'widow-making' qualities having been removed.

Both B-26Fs and B-26Gs with Dark Green/Dark Grey finish were supplied to 39 Squadron under the same designation, Mk III.

In September 1943, first deliveries of the Marauder II had been made. They wore the serials FB400-522 and ranging through the B-26C-MO series from the 'dash 33' to the B-26C-45-MO, the first of which was FB493 (42-107497). Later the Mk IIs were B-26C-48-MO aircraft. Nearly all of them went to SAAF units.

Mark III delivery began in April 1944 with HD402 being diverted to Boscombe Down for trials. The first of the mark were B-26Fs of the following series:

British serials	US variant	US serials
HD402-501	B-26F-2-MA	42-96329-96428
HD502-601	B-26F-6-MA	42-96429-96528

These were followed by B-26Gs, also known as Marauder III's,

March 1972



Liberator BVI KY372 has red codes 'EP' aft of the roundel and C on the fin Its finish was green-grey (Photo by Ron Clarke).

ranking as follows:

HD602-676	B-26G-11-MA	43-34415-34464
HD677-751	B-26G-21-MA	44-67990-68009

Marauder deliveries were completed in March 1945.

Gun packages were soon removed from the forward fuselage on 39's aircraft, also the flexible mounted nose 0.5 inch gun. Operations by boxes of 4, 6, 12, and sometimes 18 aircraft were flown at heights of up to 17,000 feet on raids of up to six hours duration and 1,400 miles range. No 39 Squadron operated as part of the Balkan Air Force from Campomarina, by the sea at Termoli, Southern Italy. Role of the squadron was tactical support to the partisan forces of General Mihailovitch and Marshal Tito.

The squadron considered the aircraft to have a top speed of 270-280 knots TAS, to cruise at 210-220 knots TAS and stipulated a landing speed of 120 knots. They looked upon the Marauders as reliable, comfortable and roomy machines, a little sluggish on the controls but considered generally free of vices. Take-offs and landings were, however, protracted on the Summerfield track from which they operated in Italy. Mostly the squadron flew B-26Fs, the B-26Gs being received shortly before the war ended. With HD serial prefixes they included B-606, F-607, K-610, O-644, P-647, R-625, S-636, T-665. Three of the late B-26Fs were HD570:W, HD558:X and HD531:Z.

Some Marauder IIs served at the OTU. This version had short span wings and was slightly faster than the III. Some of these aircraft had two 0.5 inch tail guns, some just one. At the close of 1944 four B-26 squadrons were operating with the SAAF and a further, No 25, was part of the Balkan Air Force.

The former four, used on raids over Italy, could be identified by the following markings: No 12 Sqn white nose and fin letters, No 21 Sqn yellow nose letters only, No 24 Sqn white nose letters only and No 30 Sqn yellow letters outlined white on noses and tails of its aircraft.

One unusual squadron operating bombers in the Middle East was No 162 which flew radar calibration and trials flights from Gambut. In January 1944 its equipment included Wellington IC BB500 and Baltimore AG936 and AH110. Baltimore AG853:P and Wellington III HF733:L were being used in April and four months later the squadron had some Wellington Xs (which it called Mk XA) including LN960.

Another squadron worthy of special mention is No 614. It had reformed March 3, 1944, upon the re-numbering of 462 Squadron and used Halifaxes such as JP227, JP289, JN892 and JN978 as previously mentioned in a Pathfinder rôle. In September 1944 it began to receive Liberators, operations with which commenced in October. Mostly they were Mk VI, but some VIIIs were operated, externally distinguishable by the manner of the retraction of the nosewheel doors. KG837 was one of the VIs. In January 1945, first deliveries of Mosquitoes were made, one flight equipping from February 1945. The only Mosquito operations flown by the squadron were, however, by a Mk IX, LR442. It is believed the squadron had some Mk XVIs and possibly some Mk XXVs, considerable numbers of the Canadian-built aircraft being delivered to the Middle East too late to take part in hostilities.

On May 2, 1945, the enemy forces in Italy capitulated. The Allies had won the war in the Middle East after a long, tiring, costly haul, with the balance of power tipping to and fro like the successes of the opposing armies. Link up between the European Axis powers and Japan, and the seizure of the oilfields, were proven to be as impossible as they were impracticable, but there were times when tremendous disaster was close at hand. Oil supplies were soon relatively safe, but perhaps the greatest contribution to ultimate victory came in the 1942 offensive from Alamein. This operation was superbly planned and for once the British forces could mount their version of a 'blitzkrieg'. They showed the enemy how combined land and air forces should operate—and they applied their learning to the Normandy campaign.

Michael J. F. Bowyer



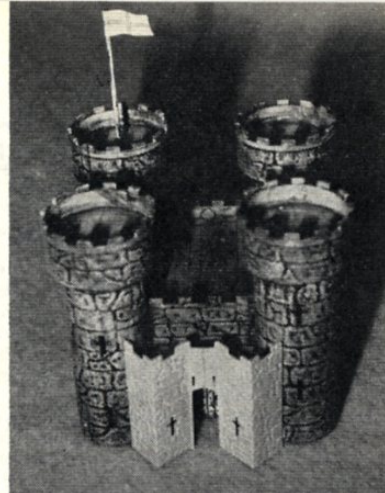
## Medieval Castle—from p. 367

There remains one extra refinement which could be added if you are not yet sated! It was not long before defenders realised they had to expose themselves to fire from the walls on attackers using rams, etc. Machicolation did not come to Britain until the 14th century but instead hoardings were erected which hung over the battlements and so enabled the defenders to drop stones, boiling oil and other gifts with impunity. These hoardings could be made up from parts of the Airfix Western Fort kit.

Well, there it is, all ready for the next wargame. It has taken almost as long to

describe as to actually make! Don't be put off by the length of my descriptions—if you have all the parts before you and plenty of room it is all very elementary modelling. At present I feel nothing more needs doing to my finished castle, but, like all modellers, I'm sure that eventually I will want to modernise with pierced merlons, a stronger gatehouse, and perhaps even a barbican of one or two towers on the far side of the moat...

**Right:** The keep with a forebuilding newly added. Layout and component plans for the expanded version of the castle appeared in the previous three issues and should be referred to as necessary.



## New Books—continued from page 389

the booklets contain large drawings showing emergency exits and equipment.

Currently available are: Spitfire II, Beaufighter II, Sunderland III, Halifax II and VII, Typhoon, Blenheim V, Beaufort II, Stirling, Hampden I, Lysander III, Defiant II, Albacore, Mustang III, Dakota IV, Boston III, Catalina I and II. Due at any time are the Fortress II and III, Liberator III-VIII, Avenger AS 4 and 5 and Hudson I and II.

Another introduction from Book Shelf is a series of silhouettes based on those in the wartime AP 1480 series. They are available in any set of six for 25p (again post free) and are reproduced in a 10 inch x 8 inch format. Those so far available include the Spitfire, Hurricane, Halifax,

Blenheim, Typhoon, Stirling, Sunderland and Mosquito. These would be most useful for model makers.

## MARITIME

**British Warships of the Second World War.**

Alan Ravan and John Roberts.  
Conway Maritime Press, distributed by Patrick Stephens Ltd, 9 Ely Place, London EC1.  
£2.80.

THIS large book is sub-titled 'A folio of authentic plans' which succinctly sums up its contents. The authors have taken 12 famous RN ships and drawn them in minute detail at a scale of 1/32

inch to one foot. The drawings are sharply reproduced on good quality thick matt paper and open out to 30 inch sheets giving plans and elevations. With each plan comes a concise history of the vessel, detailing major changes, equipment carried, and so on. The drawings depict the vessels 'as fitted' at specific periods and are certainly the most accurate and intricate we have ever seen. The whole work is bound in conventional book form (though of large format) so that there is no chance of the big sheets becoming dog-eared or torn as often happens with loose scale plans. Ship modellers and naval enthusiasts generally will find this a publication of immense interest.

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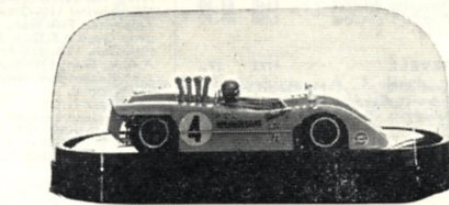
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